CANADIAN NATIONAL RAILWAYS

Keeping TRACK

February, 1958

Microwave relay towers became an accepted part of many landscapes as CNT continued expanding network for TV.

PROGRESS:

"EVIDENCE that great progress has been achieved within the system even while the railway was and is under severe financial stress," was seen by President Donald Gordon in his annual review of operations.

"Like the majority of railways all over the continent, the CNR suffered severely from the decline in many phases of the economy, which caused its freight tonnage and revenues to dwindle while costs of wages and materials continued to climb," the president said.

Revenue freight tonnage was off 11 per cent from the 1956 record. However, as the greater part of the decline was in low-rated commodities, freight revenues decreased by only some four per cent. Major decreases were in movements of grain, bituminous coal, ores and concentrates, certain forest products, crude oil, other petroleum products and manufactures. There were increases in fuel oil, other mine products and manufactured iron and steel articles.

"Freight rate increases continue to lag behind the increased costs they are designed to meet," Mr. Gordon remarked. An interim general increase of 11 per cent was granted January 1, 1957.

Certain competitive types of rates were widely extended during 1957 to meet increasing highway competition. Last April 4 CNR published special incentive loading rates on a broad range of commodities moving between most major points in Western Canada. On October 7 "piggyback" rates covering movement of highway common carriers by rail between Montreal and Toronto were put into effect. The railway also greatly expanded the number of agreed charges, an increase of 75 per cent since the beginning of the year bringing the total to 272.

Passenger revenues up

Passenger revenues rose for the third consecutive year, this time by 3.5 per cent. Contributing to this was a record movement of immigrants and an increase of 10 per cent for first class and five per cent for coach class fares effective September 1 between certain points.

Continuing its program of eliminating deficit-producing runs, the CNR in 1957 discontinued runs representing an annual saving of 290,000 train miles.

Quality of passenger service continued to improve. One and one-half hours were cut from the westbound schedule of the Super Continental; 30 minutes from the eastbound. Other schedule reductions were made in main line service

Last year and in 1958

between Montreal-Toronto-Chicago, and between Montreal and Halifax.

Similar improvements were made on branch lines with new RDC railiners put into service on seven routes in provinces from Nova Scotia to Saskatchewan. This improved travelling comfort and led to substantial reductions in running times. Railiner service will be extended to several other runs during 1958.

Studies of meal services for passengers continue, aimed at providing most practical types of service consistent with passenger preferences and costs. Five new dinette cars were delivered at year-end. Last March two cafeteria cars were put in service experimentally on the Maritime Express between Montreal and Mont Joli. These won general acceptance and a third car, seating 33 passengers instead of the 22 in the two pilot models, is being prepared for service. Further tests will be continued on other runs.

New lines opened

During 1957 CNR continued its historic role of aiding Canada's development by pushing new lines into undeveloped regions. The 161-mile westerly arm of the Chibougamau line was opened in November. Grading of the first 66 miles of the easterly arm was more than 90 per cent complete by the end of the year. A contract has been let for grading and construction of bridge substructures for the remainder of this arm.

A 22-mile branch from Bartibog to Heath Steele in New Brunswick was opened, again for the transport of valuable mineral ores. Still another branch line became a part of CNR with acquisition of the newly constructed 30-mile railway from Sipiwesk on the Hudson Bay line in Northern Manitoba to the great new nickel deposits being developed by International Nickel Ltd. at Thompson in the Moak-Lake-Mystery Lake region.

Dieselization continued during the year and by September 70 percent of all freight gross ton miles was in diesel operation, as was 72 percent of yard locomotive miles and about 44 percent of passenger train miles.

Complete dieselization was accomplished on the Chicago division of the Grand Trunk Western and the Central Vermont Railway, as well as through passenger service between Montreal and Sarnia.

By mid-1958 all train operations on the Atlantic region, the British Columbia district and our lines south of the St. Lawrence River will be dieselized. It is expected that deliveries of locomotives during 1958 and early 1959 will make possible the progressive dieselization of the Quebec and Alberta districts.

To meet this expanding operation, tempo of our diesel

A popular innovation in 1957 was the cafeteria car that provides economical meals combined with rapid service.

Pioneering continued on the CNR as two new lines were opened and plans have been made for a third line in 1958.

Dieselization program continued and more is planned.

Canada's finest hotel will open its doors in 1958.

educational program was stepped up and enrollment in training courses totalled 3,085 by October 31. Nearly 2,800 men have completed the basic course for engine maintenance and are taking further courses to become familiar with details of locomotives of the various builders.

New diesel maintenance shops are under construction in Montreal and Edmonton. The Montreal shop should be operating by mid-1958 and the Edmonton shop by the year-end. Meanwhile, conversion of motive power shops from steam to diesel electric repairs has begun at Moncton, Point St. Charles (Montreal) and Battle Creek. Plans for a similar conversion at Transcona in Winnipeg are in preparation.

New yards are expected to be in operation during 1958 at Battle Creek, Flint and Pontiac, Mich.; Sarnia, Ont., and Joffre, Que.

A contract was let for grading the Cote de Liesse Yard at Montreal, and clearing of the site at Moncton will start shortly. Signalling equipment valued at nearly $3,000,000 is on order for the Cote de Liesse hump yard, one of the largest installations of its kind on the continent.

The six-year main line track improvement program on the Western Region moved ahead on schedule in its second year. Bank widening and ballasting has been completed during 1957 over a distance of about 300 miles.

More rolling stock

New rolling stock acquired during 1957 includes 6,524 freight cars, 100 passenger units and 152 units of work equipment.

Other improvements in operating procedure are being achieved by completion of a through teletype circuit for handling train manifests between Montreal, Toronto and Winnipeg, and extension of this system through to Edmonton and Vancouver, now under way; installation of a car tracing teletype circuit between Montreal and Joffre and between Montreal-Capreol-Hornepayne; studies of train marshalling programs to improve yard efficiency; work on progressive installation of CTC-type signalling on the transcontinental line; studies aimed at mechanization of all car accounting functions.

A major aid to speed and efficiency was installation of an advanced IBM Type 650 electronic computer. This data processing machine and other modern machines we are working with are progressively taking over pay computing and production of pay cheques for the entire system, and will also be directed at other functions requiring mass data handling. This automation program will be of invaluable assistance in speed and efficiency of accounting and clerical operations and in supplying some of the statistical information upon which many decisions of management are based.

Master plan accepted

During 1957 CNR accepted a master plan for a development that will eventually transform 21 acres around Montreal's Central Station into a striking business, commercial and entertainment center of massive proportions. Under the agreement with Webb & Knapp (Canada) Ltd., who have leased seven acres of this area, construction of buildings will be substantially completed within five years.

A major highlight during 1958 will be official opening of the Queen Elizabeth Hotel in mid-April. Construction of the hotel has proceeded on schedule and its completion will make Montreal one of the world's main convention cities.

In communications, Canadian National Telegraphs established during the year 47,000 miles of carrier telephone and

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Our cover

A dull day is supposed to be bad for pictures, but Staff Photographer Bob Boden's shot of piggyback loading turned out to be dramatic.

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"An honor for the family"

A typical railway family in Prince George, B.C. finds itself in local prominence when the wife and mother is elected mayor of the town.

By Robert Magowan

PUBLIC LIFE is nothing new for CNR employees. In fact, at one time or another, CNR men have served in the federal parliament, on provincial legislatures, as mayors, reeves, aldermen, school trustees, controllers and almost every other elective or appointive position open to Canadians.

This year as several employees take their places in the governments of their municipalities, though, the people of Prince George, B.C. believe they have something new for CNR people — the wife of a CNR employee has been elected mayor of this city of close to 11,000 people.

Off for her day at city hall, Her Worship smiles cheerfully in return to a delighted wave from little Arlene.

Carrie Jane Gray, wife of Harry Gray, divisional electrician on the Smithers Division, was elected mayor of Prince George in what the Vancouver Province describes as "probably the most complete reversal in B.C.'s mayoralty elections."

Winning elections is an old story for this charming mother of five children. She was elected alderman in Prince George for the first time in 1951. She has since served two more two-year terms. This year, with a seething local issue on which she felt strongly, Mrs. Gray decided it was time to offer her services for the top job in town.

Her election came following one of the largest turnouts of voters in many years as almost two-thirds of Prince George's eligible voters trooped to the polls to have their say on who would run the city for 1958.

Full approval of family

Mrs. Gray is in politics with the full and enthusiastic approval of her family. Her husband, a veteran of 45 years with the CNR, was in complete agreement—"I believe he thinks that anything I do is all right and agreed that I should run for mayor after six years as alderman," Mrs. Gray said.

A poll of the rest of the family indicates the same feeling. Jamie, the eldest son and morning newscaster for radio station CFRN in Edmonton, is "very proud of, and interested in" his mother's participation in civic government. Rob Roy, 22-year old son who has just returned from a six-months' tour of Europe, is "favorably impressed."

"It's an honor for the family," says 17-year old Laurie, whom Mrs. Gray describes as her "right hand helper when not in school." Nadine is 12 and impressed with having a "real live mayor" in the family. But little Arlene, just five years of age, is quite unconcerned.

"Naturally I feel proud of having been elected as the first woman mayor of Prince George," Mrs. Gray said in a letter to "Keeping Track". "I will have to work extra hard. However, since I find municipal business both exciting and stimulating I am looking forward to my term of office with humility and anticipation."

Mrs. Gray's platform in general was "a completely honest

administration so far as would be within my power, courteous and efficient to all—and I mean all—from all the full value of every taxpayer's dollar."

In addition, Mrs. Gray was opposed to the suggestion that a city manager be hired for Prince George. This was the major item of contention and Mrs. Gray held that under the terms of the Municipal Act such a manager, in a city the size of Prince George, would have only one person to supervise.

She also pointed out that proponents of this plan had not indicated what, if any, savings the city would make through having a manager.

With an open mind

But, the new mayor pointed out, she has an open mind on the matter. She envisions even greater growth for her city than the doubling of the population within the past 10 years but . . . "at least three years of planning are needed which will give us time to gather some of our projects and plan in an orderly manner."

In addition to her work as an alderman for six years, Mrs. Gray has served for four years as a member of the Union of B.C. Municipalities, and for two successive years has been a vice president of this body, an honor never achieved before by any civic representative from Prince George.

And her public work isn't confined to civic government. Mrs. Gray is active in church work with Knox United Church — a charter member and past president of the church's circles; a past matron of the Eastern Star; a charter member and past president of Connaught School PTA and a member of the High School PTA, and is on the executive of the Canadian Legion Branch 43 Ladies' Auxiliary.

Despite all her outside activities, Mrs. Gray is still essentially a housewife, proud of her home, her children and her husband. In her letter to "Keeping Track" she wrote:

"My husband joined the CNR at Transcona in April 1912 as an apprentice, and served in the First World War where he was severely wounded. After his return in 1919 he went on the road in 1920, and has been in various positions though always travelling ever since.

Oldest service employee

"He has worked in every divisional point on the Western Region. He has, I believe, the longest continuous record of being in a travelling position on the Western Region as well as now being the oldest service employee on the Smithers Division.

"We first met at Jasper in 1930 when Harry was electrical road foreman, and were married there in 1932. In 1933 due to the reduction in work, Harry took over the district electrician's post in the B.C. District. He held this all through the Second World War when I very seldom saw him. Now on account of the increase in electrical facilities he handles the Smithers Division including Kitimat."

The Grays live in a comfortable frame home in Prince George where Her Worship takes care of her housewife's duties before heading for city hall and the affairs of the city. And the entire city is looking forward to this year to see how the great experiment of having a woman mayor works out.

Her Worship the housewife pours tea for Harry and Nadine in the family's comfortable living room at home.

Congratulatory messages poured in with Christmas cards as the Gray family marked its most eventful Christmas.

Pictures posed by Frank and Isabelle Bushell, and daughter Ann, of Toronto

The ivy-covered cottage can be a death-trap.

The "security of the home" can have its drawbacks. In fact, in the past year accidents in Canadian homes caused as many casualties as were inflicted on Canadian troops during the entire Second World War.

It's a staggering thought — but it's true. That last cigarette at night can reduce the house to ashes before morning. An overloaded electrical circuit can do the same thing. Or a curious child seeking to learn about matches, or what's in the medicine chest, or in the electrical socket, or in a pot boiling on the stove, can kill himself as quickly as if someone had put a gun to his head and pulled the trigger.

Then there's the dark, littered stairway that is an open invitation to broken bones — or worse.

The tragedy of these accidents that invade the safety of the home is that fully 95 per cent of them can be avoided. All that is needed is a little common sense, care and foresight.

Observance of a few simple rules can help put the brakes on the home accident problem, can save broken bones, hours of suffering and thousands of dollars each year, and bring security back to the home.

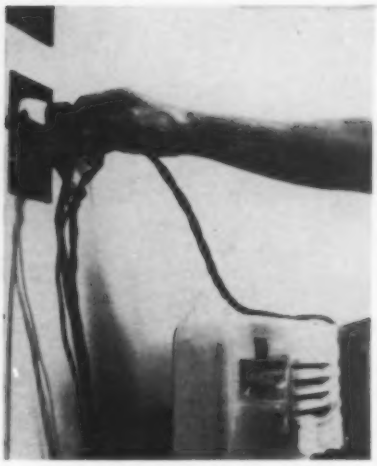
These rules, 19 of them, are:

1. Do not overload electrical outlets. More than two cords plugged into one outlet constitute a fire threat. Cords should be in good condition, not frayed or kinked.

2. Stairs should be well lighted and kept clean. Roller skates are fine for sidewalks but are death on wheels on a stair.

A cute picture, perhaps, but razors and other cutting edges aren't for children.

Hot pots with handles dangling over stove edge are an invitation to accident.



Overloading electrical outlets can lead to short circuits and, possibly, fires.

3. Basements should be cleaned and kept clear of papers, paints, kerosene and other inflammable items. If the furnace is near a wall, the wall should be protected from the heat by a metal or asbestos-type lining.

4. Broken glass, razor blades, bottles, tin cans and other sharp or dangerous waste should be discarded in closed containers; not open waste baskets.

5. Medicines, insecticides, poisons — and matches — should be kept away from children; under lock and key if possible.

6. Toys should be picked up and put away at night.

7. Never give a baby a toy he can swallow. Small children investigate something new first by touch and then by finding out if it's good to eat.

8. Always keep handles of pots and pans turned inward when they're on the stove.

9. An oven door should be left open for several minutes before lighting to allow any accumulated gas to escape. Before opening a steaming pot or roaster, cover the hand with cloth and open from the far side of the top first. Steam can cause painful burns.

10. Sharp knives and tools should be kept in a special drawer beyond the reach of children.

11. Wipe up spilled grease and liquids immediately.

12. Ladders should be strong and in excellent repair. Never use a substitute for a ladder.

13. Walks should have ice and snow removed immediately. Remember, you are liable to law suits if someone is injured on your property.

14. Garage doors should be open for starting an automobile engine. Carbon monoxide is a fast and efficient killer.

15. If firearms are kept in the house, lock them in a safe place. Be extremely careful when handling weapons. Always remove ammunition clips, bolts or firing mechanisms before handling.

16. Small rugs should be backed with a non-slip material or tacked securely in place.

17. Yards should be cleaned of wire, glass, nails and

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Stairways should be kept clear of toys and other objects that could cause falls.

High places should be reached from a ladder, not chairs, stools or jumping.

In winter, a little work with a shovel can prevent slipping and broken bones.

By Michael Shaw

Teamwork Pays Dividends

A visiting railroader has described the repair track at Mimico as the largest in North America . . . and it's one of the most efficient.

ASK the car department boys at Mimico yard, Toronto, who has the slickest operation in the Central Region, and they'll tell you quickly enough.

Newly-organized under a "work area" system, they are handling 225 car repairs daily. And that, according to a visiting Association of American Railroads man, makes their plant the biggest in North America.

"Like everyone else on the Canadian National, we've been giving a lot of thought to streamlining," says W. H. Rath, general car foreman. "Cost of materials are going up, so are wages. We've got the answer now. And it can be summed up in the one word—teamwork."

Harry Rath points to his nine tracks. Their total capacity is 150 cars. Supervising each of the five "work areas" is an assistant foreman. The first four work areas handle light repairs, the fifth all heavy work. Every month semi-heavy repairs total 125.

A visitor to the "rip" track finds himself in the atmosphere of a smoothly-functioning assembly-line. Forklift trucks and mobile cranes buzz back and forth along paved areas between the rows of cars. Here and there are neat shelves of classified parts, brake shoes, bearings and wheels. It's as orderly as a supermarket.

Speedy Communication

Flick of a switch and Mr. Rath can communicate with any part of the plant over an inter-communication system. Within seconds he can obtain progress reports on rush jobs.

And the men themselves can see what they have accomplished; their outputs are recorded on production boards colored to match the tools and equipment assigned to each work area.

"The production boards show what's been accomplished in the week," says Len Galloway, superintendent of motive power and car equipment at Toronto. "It gives a man a feeling of satisfaction when he sees his achievements recorded graphically."

Each work area has approximately the same number of men, beginning with 20 carmen and one apprentice. Every two areas share a painter, welder, crane operator and forklift operator.

Seven of the carmen in each area have specific jobs. Their smooth operation as a team is one reason for the "rip" track's proud efficiency record.

First man on the spot is the biller, whose duty is to check and inspect all cars in his area and mark needed repairs on bad order cards. He also lists material which will be needed for each job. Once the repairs are done, he shoots the bad order cards and foreign bills to Mr. Rath's office staff for listing, switching assignment and billing.

A Great Innovation

Next in the team is the supply man. He checks the needed materials listed by the biller and brings them to the car. A crane assists him with the heavy pieces.

The appointment of supply men is the greatest innovation in the work area system, in the opinion of Alex Leduc, one of the supervising assistant foremen.

"The work area system was instituted when the men returned from their fall vacations last year," says "Boomer" Leduc, who has served with the car department through Northern Ontario. "Before then there was a loose arrangement for collecting parts and materials, and everyone's efforts were often duplicated.

"Now one man does the job, and the others don't need to leave the car they're working on."

One task of the supply men is measuring for decking and any other materials that need to be cut to size in the wood mill. Where decking is not too badly damaged they will mark it for sanding, which will give it an as-new surface again.

For a car needing total renewal of decking, a complete bundled kit of ready-cut planks can be whisked in minutes to the men on the job. Forklift trucks prove their worth here.

One other carman in each work area is assigned to cleaning brakes that are out of date, that is, those due for their regular three-yearly test. Two others handle "indate" test-

ing — essential to protect against any cars leaving the repair track with leaks or other defects in their braking system.

As in many other operations at Mimico car yard, these men use equipment designed and built in the yard. Portable welding apparatus, wheel-changing devices and hoists are all made in the "rip" track's own shop.

One more carman takes care of burning old paintwork, and odd jobs like straightening bent hand-holds.

After the oilers pull the journal boxes marked for repacking, a carman jacks each journal box, removes the wedge and brass bearing, inspects and gauges them, and also examines the journal for defects. With the wedges and brasses replaced, the oiler repacks the boxes.

A painter, who is assigned to work in two areas, touches up parts that need repainting, stencils repacking dates and tare marks on cars, and is responsible for keeping tools and other equipment painted in his areas. A welder looks after all necessary welding in two areas.

Incidentally, the carpenters, or "wood men" work separately on the cars to avoid overlapping of their distinct operations.

The assistant foremen try to get all the cars in one track completed together so that they can switch them at once. A mechanical car puller will be installed on one track now being readied as a speedy repair track for fast work on loaded cars.

Only work area with a special staff is the one handling heavy repairs, or cars requiring 20 man-hours or more. Here the carmen face jobs like coal cars distorted by the dynamite blasting of customers who find this the easiest way to loosen frozen shipments.

Assisting in all repair track work are other mechanics, blacksmiths, welders, helpers and laborers all contributing to the smooth operation of the work area system. At Mimico there are 56 assigned to this work. Carmen apprentices are assigned to each work area for education and experience on the different phases of carmen's duties.

Scrap is swiftly cleared by laborers, aided by power sweepers. The laborers also put away tools and other equipment at the end of the two daily shifts, keeping the whole plant spick and span and a credit to the Canadian National Railways.

With their mobile equipment box close alongside, Carmen Bill Jewel and Joe Wilson start repairs on a boxcar.

New shipment of freight car wheels is unloaded by "Red" Martin with lift truck as Harry Smith signals "haul away."

Extra stock for a neat stack of car parts is put in place by Helper Carl Krezeweski at the Mimico repair track.

A truck of a bad order tank car is readied for a bolster by Ken Green and Ollie Burrell as Bill Moss delivers it.

A Day With

A CN Express Driver

New friends of CNR are won each day by efficient and courteous men who handle our Express trucks.

IN MOST Canadian cities and towns the blue Canadian National Express truck with its courteous driver is becoming almost as familiar as the milk or bread wagons. Providing the first and last link of rapid rail transportation, these trucks are performing a vital service for homes and industry alike.

And the men who drive the trucks are not to be confused with the snarling, hairy, barrel-chested character of the comic strip. CN Express drivers are carefully chosen and trained for their jobs, both in handling their trucks through traffic-packed streets and in acting as CN ambassadors to the public.

Typical of these men who are responsible each day for tens of thousands of pickups and deliveries at tens of thousands of doors is Walter Hough of Hamilton, Ont. Walter is one of the 21 drivers who handle CN Express shipments in and around Hamilton, the gateway to the Niagara Peninsula.

Like his colleagues on the trucks, Walter is a graduate of an intensive safe-driving course sponsored by the company in co-operation with the Hamilton city police. And, like the others, has won safe-driving awards. His particular award is for three years of accident-free driving during which he has covered more than 15,000 miles of city streets without so much as a scratched fender.

Knows Traffic Rules

During the day Walter will make around 100 stops and will handle an endless variety of packages — from life to death, even. All his skill and training were called on for careful handling of 20 containers of Salk anti-polio vaccine (each valued at $1,000) for delivery to a city hospital.

Not so much skill, but an equivalent in understanding, went with the delivery of a small parcel containing an urn to a somber-looking undertaker, who solemnly signed Walter's receipt book.

Occasionally he will double as an armored car operator. This happens when it is necessary to handle deliveries of currency to banks or business houses. But Walter doesn't ride alone on these trips — he's accompanied by a pair of pistol-packing guards.

Actually, his shipments are a pretty fair reflection of the diversified industry in the "Ambitious City". Television sets, radios, chickens, dogs, cats, farm equipment, tires, paper goods, jewelry, anti-biotics, metalware, furniture and many other products too numerous to mention have found their way at one time or another into Walter's truck.

Walter's route is pretty well set and he deals each day with people in a specific area of the city. He can count on 100 regular calls with perhaps ten unscheduled stops. His run is usually heaviest in the morning, with about 80 stops to deliver parcels that have piled up in the shed during the night.

In the afternoon his calls are mostly for pickups from business houses and factories in his district. But he will also handle deliveries from morning-arriving trains.

Friends Along the Route

It makes a pretty full day for the driver — wheeling through traffic, delivering packages, making sure he has an authentic signature for each delivery, leaving a receipt for each package he picks up — but most of them find it pleasant and have friends all along the route.

While on his run, Walter checks back regularly by telephone to see if there are any pick-ups that were not ready before he left the shed. And, with his route schedule on file in the express office, he often finds messages waiting for him at his stops.

It's a pretty active day for the driver, too. It is a day made up of short bursts — drive a bit, swing into a parking space, unlock the door, select the package, lock the door, deliver, get receipt, unlock, lock, drive to the next stop and repeat the same process.

He'll climb hundreds of stairs, open dozens of doors, handle countless pieces of paper, make out his bills, buck traffic and still end up with a smile.

Handles Endless Variety

And he must keep right on top of traffic regulations and any changes that come up in traffic control. "Hamilton recently put a whole new system of one-way streets into operation," Walter said, "and the effect the first few days was pretty funny. People in their big shiny rockets would pull away from the stoplights like speedway drivers, tires screeching, and shoot ahead — for one block. Then there was another light.

"I'd looked forward to one-way streets, figuring it would

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A men's wear shop is only one of a wide variety of business houses checked on his daily rounds by Walter Hough.

The neatly dressed CN Express driver and his modern truck fit right in with this modern design of new factory.

Carefully checking his bills in the shipping department of a wholesale florist, Walter makes sure all is order.

A heavy box gets a hand from Walter as he helps a shipper at loading dock. He makes 100 stops during a morning.

As calls for pick-ups may come in when he is on his route, Walter regularly checks back to the office by telephone.

Always willing to help, Walter, minus hat and coat, gives a hand to a customer who is not experienced at packing.

An Inseparable Partnership

Correct time is almost a gospel to railroaders and meticulous care is taken of watches.

Story and Pictures by Bill Smith

Against a background of two old standard clocks and a modern one, Jeweller Roger Roy checks a railroad watch.

THERE are probably more clock watchers working on the CNR than for any other company in Canada!

But watching clocks is part of their job. The railroad runs almost as surely on the tiny jewelled wheels of the railroader's watch as it does on the heavy steel wheels of the locomotive.

And the partnership between the railroader and his watch is inseparable. In railroading, seconds have to be met accurately, interpreted precisely and acted upon exactly, 24 hours every day and the railroader's watch has to be accurate.

Each man must buy his own watch and must pay for its upkeep. Its type, design and precision, however, must meet the unvarying rules of the company. It must have an open face, a crystal that is unmarred and a jewelled movement that doesn't vary more than 30 seconds from absolute accuracy in 168 hours. To make doubly sure it is accurate, the railroader must check his watch with a master clock each day — there are 22,000 of these watches across the system.

Observatories Check Time

Accuracy of the master clock is checked by science-fiction looking machines and telescopes, based on information received from the Dominion Observatory in Ottawa and the daily time signals from McGill University Observatory in Montreal. The McGill Observatory is also on standby duty in case of power failure in Ottawa.

These two observatories, whose time measurement is made by the stars, are Canada's unquestioned authorities on correct time.

Time signals are flashed from Ottawa on a radio-like clock to the Canadian National Telegraphs board in Montreal at exactly 11 o'clock each morning. Precisely at 11 a.m. an impulse closes the circuits, through repeaters, of all master clocks.

A series of test signals starts half an hour earlier, repeating every three minutes until 10:58 a.m. For the next 50 seconds, the line is checked. Then the final run is made at one minute before the hour. Intermittent clicks are heard for 50 seconds, then there are ten seconds of silence after which the circuits close with a slap exactly on the hour. McGill provides a similar daily service.

Star time, or sidereal time to give it the scientific name, is by far the most accurate method of measuring time known to man. In effect, the stars are used as a clock face with a telescope as the hand. It differs from standard, or sun, time in that it measures the actual day which is 23 hours,

56 minutes, 4.09 seconds long, not the nice, neat 24 hours of the kitchen clock.

The sidereal day is determined by sighting the passage of a known star through a rigidly fixed zenith telescope. Each time the star passes the cross hairs of the telescope, the earth has made one complete revolution. Astronomers have been tracking and timing stars in this manner for hundreds of years and no appreciable change has ever been noticed.

This is the time, then, that is interpreted in the familiar heavy gold watch, sometimes called a turnip, carried by the railroader. When ticking away at peak performance, it rarely varies more than 10 seconds in a month — for its size, the railroad watch is one of the most accurate timepieces ever designed, yet it is almost as rugged as the old "dollar watch."

These accurate timepieces had their birth in tragedy. After a head-on collision of two trains in April, 1891, in which 11 lives were lost in Ohio it was determined the wreck might have been averted if the watch carried by one of the engineers had not been running slow.

Designed First Watch

Worried by this needless loss of life, Webb C. Ball, a watchmaker who was also a railfan, decided perfect accuracy was essential in railroad watches. He designed the first standard railroad watch and set up the industry's first coast-to-coast inspection service. His watches are still being produced by the company he organized.

But even an accurate watch had to have something to go by. It was only a few years before Ball's watch that it was impossible to make up an accurate railroad time table because the world operated on "local" time — each city or village across the country determined its own time by waiting until the sun looked like it was right overhead, then pushing the hands of the village clock to noon.

As a result, a traveller going from Halifax to Winnipeg would have to re-set his watch at least a dozen times en route.

Invention of the telegraph and the expansion of railroads soon made an impossible situation that was finally resolved when C. F. Dowd, principal of a young ladies' seminary, interested railroad executives in his plan to divide the country into four time zones.

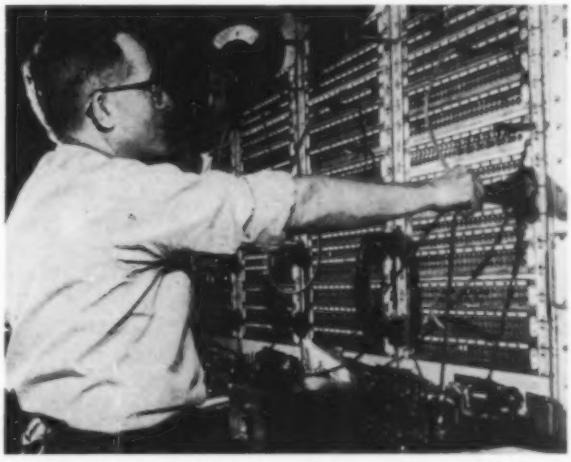
Canadian's Work Helped

Canada's Sir Stanford Fleming carried Dowd's thinking even farther when he proposed a world-wide time system which was a compromise between the confusion of local time and the impossible dream of one single time for the whole world. It was adopted at a world conference held in Washington in 1884.

Sir Stanford's system cut Canada into six zones—Atlantic, Newfoundland, Eastern, Central, Mountain and Pacific—with a five and one-half hour coast to coast difference.

From this emerged a smoothly operating country-wide time system. The involved mathematics of local time disappeared. Time tables became orderly and disastrous collisions that could be blamed on inaccurate watches were a thing of the past.

It looks like a big radio but this is Dominion observatory's new time machine operated by Fred Hollingsworth.



Contact is checked by Fred Shaw at CNT switchboard before receipt of time signal from Dominion Observatory.

Circuit clocks in basement of Central Station, the "heartbeat" of master clocks upstairs, give time to Carl Benoit.

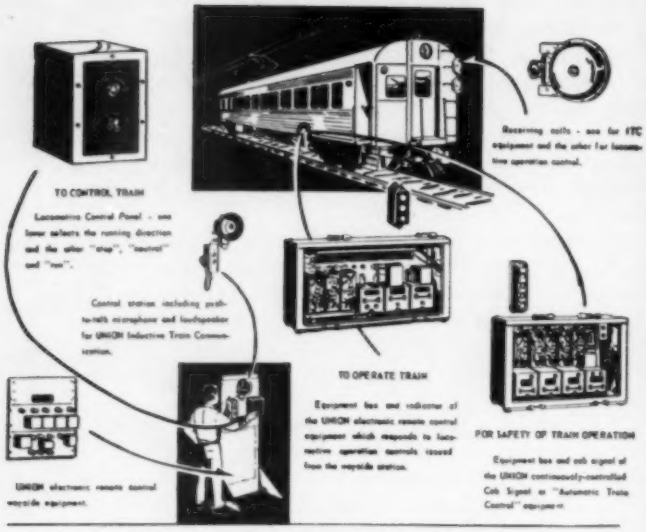


Diagram shows controls needed to operate robot train on test run over New York, New Haven & Hartford Railroad.

Will tomorrow's trains be ROBOTS?

By Sidney Levy in Railway Progress

PICTURE a self-propelled freight car rocketing along the rails all by itself with no human aboard. At the end of its journey the car shunts itself onto a siding and rolls up to a factory loading dock where its own computor cuts the motor, applies the brakes and awaits further instructions.

Or imagine a whole freight train going about its business with no one in the cab. Or make it a commuter train, pulling into stations, waiting until passengers are aboard, and then scooting along to the next stop, not only untended but on schedule.

Fantastic? Perhaps. Impossible? Not at all.

The technical know-how and most of the equipment needed to bring such fairy tales as these to reality already exist. With centralized traffic control, for example, an operator can direct trains over a 400-mile area by merely flipping levers or pushing buttons. In fact with a combination of microwave and CTC, a dispatcher can set switches for a train running on another continent. And if the signals should be ignored, cab signals or automatic train control will bring the train to a stop. With Union Switch and Signal's "identra" system, trains can even be equipped to clear their own routes by automatically positioning switches and at the same time flashing their identity and location to headquarters. And in Philadelphia, Chicago and Toronto, "automatic dispatchers" control the spacing of rapid transit trains, permitting more effective handling of passenger traffic.

Today, completely automatic railroading, in the opinion of a surprising number of experts, is entirely possible and practical. They agree, however, that it is quite unlikely to be seen on any important scale, in this country at least, for an indefinite period.

Some enthusiasts think the transition will come within the next two or three decades. They point out that the railroads already have gone through one unforeseen revolution with the switch from steam locomotive to the diesel. Within roughly twenty years the industry leaped from one century to another. This revolution was hardly completed before another began in the form of automation of operating and administrative techniques.

Says one authority: "The most important automatic feature of railroads is so obvious that we tend to forget it. Trains and cars move on tracks. No one steers—the tracks are the 'automatic pilot.' This, of course, is the feature that makes possible the train—the grouping together of many vehicles under one control. And this one-control principle was made complete by the perfection of the air brake some eighty years ago."

The principles of automation are, in a sense, an old

story on the railroads. CTC, or traffic control, and automatic signalling are good illustrations; they date back twenty or thirty years. Even today railroads are the most highly automatic form of transportation.

Strictly speaking, there may be only one truly automatic "railroad" presently operating in the U.S.—and it's not really a railroad. But it is the pride and joy of the Air Material Command at Kelly Air Force Base, San Antonio. Five rubber-tired electric "locomotives" trundle strings of dollies through the base warehouses in pursuit of a copper wire buried beneath the pavement; there are no tracks. The little trains follow a tight stop-and-start schedule which is set up on a push-button control panel on each unit. They toot politely for attention at each stop, wait to be loaded or unloaded—wait a bit longer than scheduled if the work drags—and then proceed on their way. Cars are coupled, uncoupled and shunted onto "sidings" automatically. The trains observe stop signals at intersections, apply brakes unhesitatingly when an obstacle is encountered, and even flash a warning light and blow a klaxon at pedestrian crossings.

However, these doodlebugs do embody several basic

principles of automatic railroading. One is that "remote control" alone is not the answer; remote machine control is. Almost any train now operating could be run by remote control. There have been experiments which support this conclusion. One was conducted by the French National Railroads in the spring of 1955; a high-speed electric locomotive under radio control from a wayside point pulled a string of five cars from Paris to Le Mans. Union Switch and Signal conducted a similar test on the New Haven in December of the same year when it operated an untended multiple-unit car on a single trip between Larchmont and Rye, N.Y.

Essentially, these were experiments to demonstrate what scientists and technicians already knew was possible and, for that matter, what had previously been accomplished with aircraft, power lawn mowers, motor boats and the like. It is a relatively simple affair to run a single train by remote control. Steering is no problem; the tracks take care of that. So long as there is nothing up ahead, starting and stopping are all the operator must see to. The rest is done by automatic equipment presently in existence which determines the rate of acceleration, governs speed in response to remote or wayside signals, registers train identification at various points, and detects dragging equipment and hotboxes.

In practice, automatic railroading on any significant scale will not be at all so simple. To offer economic advantages, automatic railroading must be keyed to continuous, multi-unit operation. A whole stretch of track cannot be cleared of regular traffic, for example, just to let an occasional automatic unit rush through—unless the purpose is publicity rather than profit. Traffic control, which already inter-mixes trains of varying length, speed and mission on given stretches of track with an almost zero rate of error, holds the key. But can automatic railroading be superimposed on today's physical plant—or must the industry think in terms of a radically different "system"?

Scientists Take Over

This is a problem that was quietly handed to a group of scientists at the Massachusetts Institute of Technology some seven years ago. The assignment was to analyze the prospects for automatic railroading; it came from diesel locomotive manufacturers who foresaw the shrinkage of their market as it shifted from one of re-equipment to one of replacement and repair. What, the companies wanted to know, were the possibilities for self-propelled freight cars?

The M.I.T. group reportedly came up with this proposal: freight cars equipped to "think" for themselves, each with its own computer as well as it own motive power—a truck-size diesel engine. A punched card or magnetic tape fed into the computer at the start of a trip would direct the car to its destination. Radar would maintain a safe interval between cars, and report constantly to the computer on atmospheric conditions, track resistance and other factors affecting speed. When made up into trains, the cars would pool their power, and the head unit would carry instructions for the group.

If individual units had varying destinations, the lead unit would pause at the proper sidings so that individual computers could uncouple the units which would then take up their solitary journeys. Emergencies requiring a change in plans could be dealt with by radio instruction to the computers.

The scientists conceded there would have to be certain fundamental changes to accommodate the new system. Grade crossings would have to be eliminated, and tracks would have to run below ground or through enclosures to eliminate electronic interference, since there would be no wayside control.

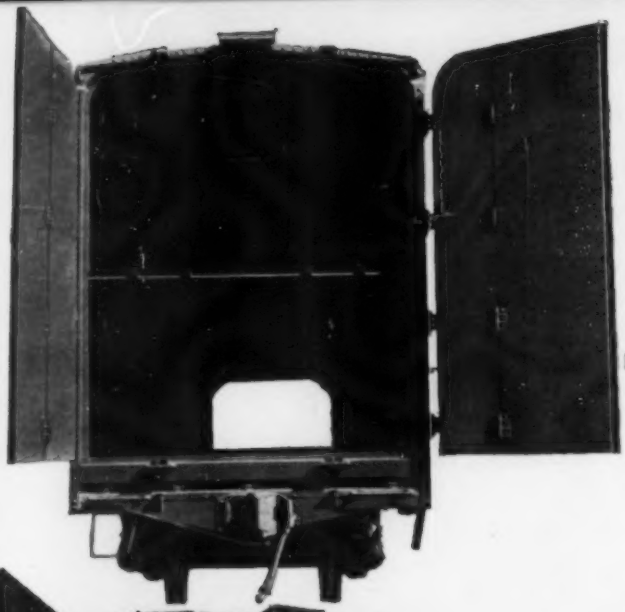
"To put it another way," says one railroad official familiar with the study, "all we'd need would be a brand-new country, without natural or man-made obstructions—maybe even without rivers and towns."

Landmark of Sorts

Allowing for exaggeration on both sides, the M.I.T. study was a landmark of sorts and it is a shame its sponsors, evidently shocked and disappointed, hid it away without letting the railroad industry have a look at it.

Even though the basic idea was obviously too far ahead of its time, the self-propelled, self-directed car does have a number of advantages which experts will continue to study. In freight service it might provide the flexibility which railroads so badly need to cut operating costs and provide

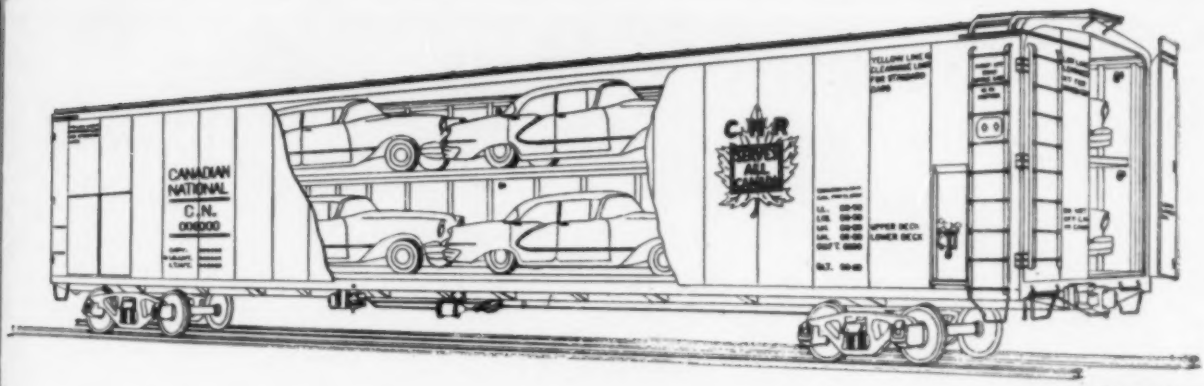
(Please turn to page 23)



END DOOR

DOUBLE DECK

RAMP LOADING



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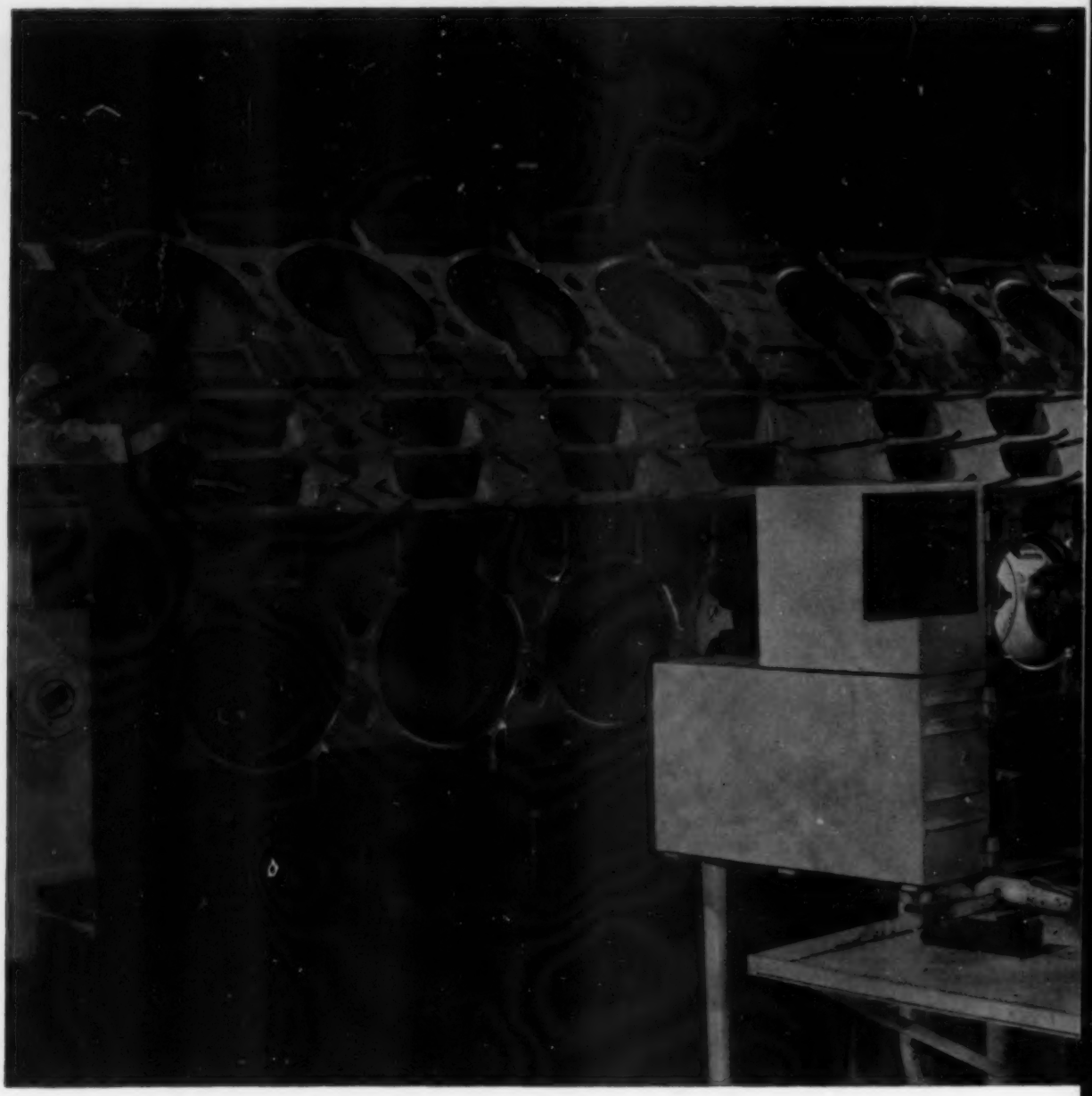

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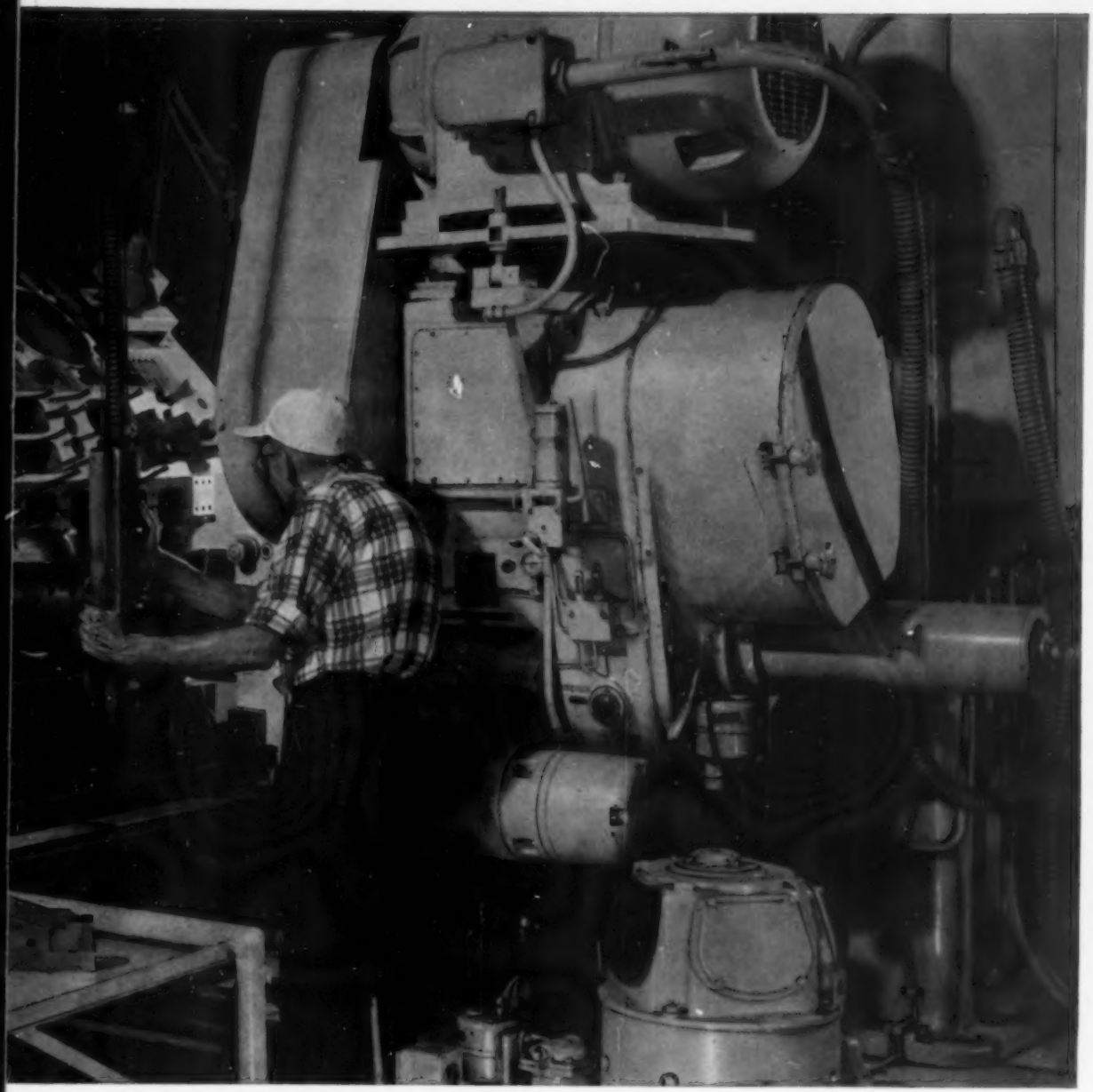

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ROLL OF HONOR

List of Veterans in whose favor pensions have been approved

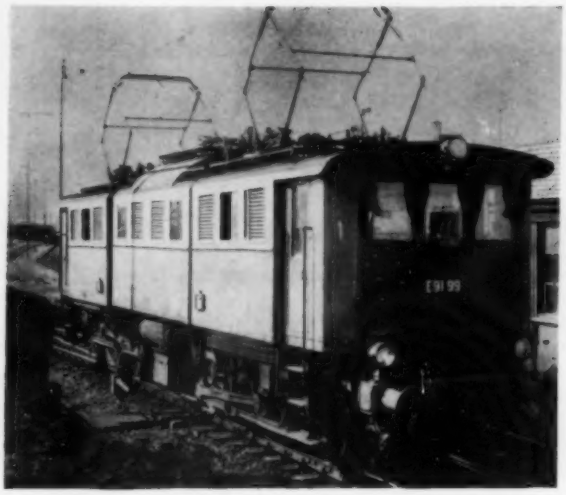
NAME	OCCUPATION	LOCATION	YEARS SERVICE
Ackerman, C. L.	Locomotive Engineer	Belleville	25
Anbinder, A.	Painter	Transcona	41
Armstrong, W.	Carman	Fort Rouge	46
Baldoni, N.	Trucker	Fort Erie	37
Bedford, M. J.	Locomotive Fireman	Fort Rouge	22
Belanger, L. M. J.	Cashier	Montreal	39
Belisle, E. F.	Agent	Lewiston	41
Bell, W.	Yardman	Windsor	38
Bews, J. W.	Painter	Transcona	32
Blakely, J. R.	Asst. B & B Master	Stratford	33
Blondeau, J. H.	Asst. Receiver	Montreal	29
Bockus, D. H.	Conductor	Toronto	42
Boudreau, J. T. D.	Sectionman	Duplessis	28
Boulton, C.	Freight Foreman	Woodstock	40
Brookman, A. F.	Porter	Montreal	30
Bruneau, J. G. A.	Coach Carman	Montreal	39
Buchanan, J. C.	Supervisory Agent	Stratford	47
Buxton, T.	Asst. Foreman	Transcona	41
Calder, F. B.	Garage Supr.	Montreal	34
Calich, M.	Carman	Transcona	35
Cameron, M.	Car Helper	Fort Rouge	34
Casalake, J. A.	Conductor	Port Arthur Div.	39
Castleman, B. P.	Constable	Montreal	38
Chabot, J. J. M.	Carman	Montreal	23
Charbonneau, J. F. R.	Boilermaker	Calder	37
Clark, J. E.	Sectionman	Scotia	39
Cook, A. R.	Locomotive Engineer	Transcona	44
Cork, J. H.	Section Foreman	Ogilvie	38
Craig, J. W.	Carman	Winnipeg	36
Crawford, R. J.	Machinist	Transcona	38
Croop, J.	Section Foreman	Laura	40
Daciw, M.	Sectionman	Hamilton	37
Daly, E. F.	Dist. Safety Inspr.	Vancouver	45
Danylkiw, M.	Sectionman	Rivers	17
Davies, H. E.	Oiler	Ottawa	28
Day, G. E.	Carman	Transcona	33
Dellaporta, G.	Crane Operator	Montreal	38
Denyer, F. E.	Locomotive Engineer	Transcona	45
Deschenes, J. E. O.	Cl. Laborer	Montreal	21
Dessert, J. C. A.	Operator	Montreal Trml.	28
Dorion, J. B. A. C.	Asst. Foreman	Montreal	41
Dryer, W. W. J.	Sectionman	Parkhill	37
Dufresne, J. O. A.	Machinist	Montreal	36
Dugas, J. E.	Sectionman	Netherhill	28
Edmunds, I. S.	Supr. Perishable Frt.	Toronto	46
Fairchild, H. H.	Traffic Supt.	Fort Erie	43
Fiddler, R.	Clerk	Fort Rouge	34
Findlay, B.	Pipefitter Helper	Saskatoon	31
Flowers, J. C.	Locomotive Engineer	New Carlisle	38
Flynn, J. G.	Machinist	Niagara Falls	40
Fraser, H. H.	Porter-Instructor	Toronto	42
Frohlick, E. E.	Asst. Gen. Agent	Chicago	37
Gallagher, F. E.	Asst. to Comptroller	Detroit	32
Giagnorio, A.	Machinist Helper	Fort Rouge	27
Gibson, J. H.	Div. Master Mechanic	Ottawa	46
Gilbert, A. G.	Conductor	Sarnia	47
Giles, F. E. P.	Drill Press Operator	Edmonton	36
Gingerich, J.	Motorman	Kitchener	36
Girouard, L. D.	Section Foreman	Montreal	42
Godfray, R.	Supt. of Service	Winnipeg	34
Goodman, A. W.	Locomotive Engineer	Hornepayne	40
Gorman, J. H.	Car Foreman	McLennan	43
Graham, G. K.	Porter	St. Catharines	42
Grant, W. G.	Foreman	Belleville	40
Graves, Miss E. G.	General Clerk	Kingston	40
Haggith, R. G.	Cl. Laborer	Glencoe	37
Hall, T.	Locomotive Engineer	New Carlisle	45
Hawthorne, R. J.	Travelling Frt. Agent	Toronto	45
Hayden, D. A.	Operator	Port Arthur	37
Helmkay, E.	Locomotive Engineer	Mimico	35
Hewitt, H. E.	Flagman	Toronto, London Div.	26
Hislop, J. H.	Boilermaker	Montreal	45
Hogarth, J. J.	Yard Foreman	Nor. Ont. Dist.	40
Hooper, E. N.	Despatcher	London	46
Iwaszewski, P.	Janitor	Saskatoon	24
James, J. C.	Yard Helper	Toronto	26
Johnston, C. J.	Brakeman	Montreal	16
Jordan, W. R.	Sleeping Car Porter	Halifax	17
Kaye, W.	Clerk	Toronto	34
Kiens, G.	Ashpitman	Hamilton	38
Kitching, O.	Asst. Foreman	Windsor	37
Kneeland, R. E.	Locomotive Engineer	Calgary	29
Knowles, A. E.	Sectionman	St. Mary's	26
Knox, W. L.	Brakeman	Belleville	42
Kowalchuk, J.	Section Foreman	Parry Sound	33
Kowpak, W. B.	Sectionman	Edmonton Trmls.	32
Lamothe, J. H. W.	Yard Helper	Montreal	48
Lancaster, J. C.	Conductor	Belleville	45
Leczuh, J.	Boilermaker	Port Arthur	36
Lineman, F. B.	Cl. Laborer	Nutana	30
Lissimore, T.	Carman	Calder	41
Lowry, R. J.	Machinist	Richmond	39
Luckey, S.	Section Foreman	Gillam	26
Marchand, J. M. O. E.	Agent	L'Assomption	45
Marckesano, D. R.	Sectionman	Hamilton	32
McDonald, J. N.	Engine Watchman	Coteau	38
McElroy, W. J.	Locomotive Engineer	Nor. Ont. Dist.	37
McGillivray, J.	Locomotive Engineer	Quebec Dist.	42
McGuire, M.	Brakeman & Conductor	Montreal	40
McLeod, E. A.	Locomotive Engineer	Mirror	42
McMaster, R. L.	Locomotive Engineer	Allandale	33
McWilliams, W.	Clerk	Toronto	37
Mongrain, J. I. W.	Locomotive Engineer	Limoilou	43
Morache, J. L. R.	Laborer	Laurentian Div.	34
Nelhams, H. J.	Carman	Toronto	23
Nelson, W. J.	L.H. Machinist	Winnipeg	44
Nickell, R.	Coach Cleaner	Montreal	29
Norris, J. H.	Locomotive Engineer	Lindsay	30
Norton, W. J.	Yard Foreman	Toronto Trmls.	27
Olearczyk, M.	Sectionman	Calder	28
Ouellet, J. L. P.	Carman	Montreal	32
Paradis, G. W. O.	Operator	South Durham	37
Peters, F. C.	Bus Operator	St. Catharines	37
Pharoah, L. G. E.	Yard Foreman	Niagara Falls	35
Pickard, L.	Carman	Fort Rouge	37
Piscia, J.	Section Foreman	Edmonton Trmls.	42
Power, J. I.	Brakeman	Belleville	25
Raboy, S.	Wood Machinist	Winnipeg	41
Reany, W. M.	Locomotive Engineer	Palmerston	45
Reid, J. A.	Hostler	Nutana	40
Riberdy, L. A.	Crossing Watchman	Montreal	38
Rice, F.	Carman Helper	Toronto	35
Robinson, H. S.	Sr. Car Clerk	Toronto	44
Roloson, L.	Section Foreman	Burford	39
Rutherford, P. M.	Locomotive Engineer	Biggar	25
Ryan, M. J. C.	Checker	Montreal	35
St. Cyr, J. A.	Section Foreman	Montreal	32
Salter, E. P.	Section Foreman	Smiths Falls	35
Shephard, T. H.	Locomotive Engineer	Fort Rouge	42
Stadnick, M.	Sectionman	Melville	11
Stewart, Miss L. J.	Clerk	Toronto	41
Supranov, S.	Sectionman	Sudbury	33
Swenberger, E. H.	Painter	Regina	27
Templeton, G. E.	Yard Helper	Fort Erie	41
Todd, N. T.	Elect. Foreman	Montreal	36
Tolpa, A.	Carman	Fort Rouge	46
Travo, G.	Janitor	Mimico	22
Turcotte, J. A.	Sectionman	St. Noel	26
Turner, F. H.	Sectionman	Peterboro	43
Turner, H. I.	Audit Clerk	Toronto	35
Walsh, W. C.	Locomotive Engineer	Montreal	16
Wendt, O. F.	Switch Foreman	Edmonton	36
White, R. J.	Conductor	Montreal	40
Willis, J. W.	Porter	Toronto	31
Wilson, R. G.	Machinist	Fort Rouge	34
Wisniowski, A.	Crossing Watchman	Chatham	27
Wright, J. J.	Yard Foreman	Regina	33
Wysmienity, M.	Sectionman	Watrous	38
Yendell, B. M.	Chief Clerk	West Toronto	38

Employees Granted Annuities Under the U.S. Railroad Retirement Act

NAME	OCCUPATION	LOCATION
Crifield, L. J.	Conductor	Battle Creek
Dickson, G. D.	Sectionman	Bellevue
Jones, P. T.	Conductor	Chicago Division
Lemen, B. E.	Frt. Traffic Rep.	St. Louis
Libby, W. S.	Inspector (Car)	Portland
Mann, G. J.	Car Repairer	Port Huron
Mis, J.	Trucker	Detroit
Moore, J. E.	Red Cap	Portland
Neumayer, J. H.	Asst. Sec. Foreman	Emmett
Phillips, Gertrude R.	Tel. Operator	Detroit
Planavsky, P.	Section Foreman	Owosso
Sanderson, C. E.	Freight Agent	Harvey
Schultz, H. A.	Carman	Port Huron
Skendziel, W. A.	Carman	Duluth
Spaul, W. H.	Boiler Inspector	Battle Creek
Tyler, G. E.	Locomotive Engineer	Battle Creek
Weir, R.	Pipefitter	Port Huron

Employees Retired under the Provident Fund Act

NAME	OCCUPATION	LOCATION	YEARS SERVICE
Baker, J. G.	E.M. Helper	Joffre	41
Belleau, J. A.	Machinist	Levis	41
Bishop, O. C.	Foreman	Moncton	49
Boutilier, W. G.	Machinist	Halifax	30
Cormier, H.	Record Stock Clerk	Montreal	40
Duncan, G. A.	Senior Clerk	Chatham	41
Ferland, J. E.	Sectionman	St. Cyrille	34
Graham, R. B.	Asst. General Manager	Moncton	45
Higgins, S. H.	Machinist	Stellarton	39
Jollymore, R. S.	D.C. Waiter	Halifax	39
Lapointe, J. A. C.	Baggageman	Edmundston	26
Levesque, J. O. E.	Machinist	Moncton	27
Rioux, J. C. W.	Supervisory Agent	Drummondville	40
Roy, H. D.	Agent-Operator	Kedgwick	37
Salkus, C. J.	S.C. Conductor	Halifax	37
Trites, H. C.	Chargehand	Moncton	28



The German robot switcher at left is controlled by short-wave radio operator at right.

(Continued from page 17)

greater efficiency; it might even eliminate the classic bottleneck of them all, the freight-classification yard.

The gap between "today" and "tomorrow," however, cannot be bridged in a single leap; it will have to be taken in steps. Economic objections to the system envisaged by the M.I.T. survey put it back on the shelf where it still remains.

This brings up another basic principle of automatic railroading, as its prophets see it today: it will have to be adapted gradually to the industry as it now exists, rather than the other way around. Experts who have looked for practical rather than theoretical solutions agree that new "systems"—one of the monorail's several variations, for example—may have their uses in special situations. But the railroads simply have too much invested in their present physical plant to give serious consideration to scrapping it for something radically different.

Taking this as the limiting premise, it's possible to foresee a transition that might come about this way—as described by George B. Dutton Jr., an engineer with the Detroit Toledo and Ironton, who has devoted considerable study to the possibilities of automatic railroading:

"It is not hard to imagine combining automatic speed control (through present signal systems) with automatic acceleration (as presently used on electric cars) and wheel-slip control (employed on diesel locomotives) to make a fully automatic train—one that could run with no one aboard and no remote operator.

Problem Not Difficult

"Signals and other features would have to be located and arranged so that a reasonable number of different maximum speeds and rather gradual changes from one speed to another would be available. The locomotive equipment would have to be designed to give the smooth handling now provided by a skilled engineman. But this problem is not too difficult.

"The signal system could easily be modified to provide stops and starts at any desired points—even schedule adherence, as in the Chicago rapid-transit system. This way we could take care of passenger trains completely and of the movement—but not the local switching—of freight trains.

"Although no engineman would be needed on such trains, you would need a dispatcher to control the signal system which in turn controls the trains. Route interlocking for involved track layouts and centralized traffic control for large territories consolidate such control so that one man can supervise the movement of trains over a very considerable territory.

A Crude System

"Using the features of automatic interlocking, train identification, and automatic dispatching, one could set up automatic control of the signal system. Of course, such a system would be rather crude. A human dispatcher bears in mind the switching work his local freights have to do at each station, the tonnages of his trains, the grades and curves along the railroad, the weather, and various incidents as they arise. All of these considerations influence his decisions in giving precedence to trains as their movements differ from any ideal schedule.

"Conceivably, a computer could be set up to evaluate all these factors. In certain simplified situations they could be ignored. For example, on a line moving coal to tidewater and empty cars back, the signal system could simply be set up to give preference to loaded trains and otherwise operate like an automatic interlocking on a first-come, first-served basis . . ."

Automatic equipment can be set up so that dangerous conditions or equipment failures will stop the train. The problem then is how to get it started again. Somebody has to take care of the trouble.

"If you put a man on the train to take care of such emergencies he might as well run it," says Dutton. "If you put a man at the centralized traffic control machine to stand by for trouble, he might as well run the machine. There is one answer to this:

"We will not have entirely unmanned railroads, but we

can have fewer men. We will have to have track inspection and maintenance men, and signal forces, too. These crews can be called by radio to proceed by motor car to 'rescue' stalled trains. Maintenance and supervisory personnel at headquarters can take care of special situations at the CTC machine."

In the meantime, there will be increasing experimentation with remote-controlled locomotives for classification work and humping. The German Federal Railways, for example, has been experimenting with an electric locomotive to hump cars in the East Munich yards. The unit is controlled by an ultra-short-wave transmitter which can issue thirteen different commands. And the Norfolk and Western has reportedly been conducting somewhat similar experiments at its Portsmouth yards. Cab signals, which already have begun to replace wayside signals in yard and over-the-road operations, will increasingly become cab controls. Instead of notifying the engineer, for example, that he is to reduce speed, the signals will reduce it for him.

Switch lists prepared

These are transitional steps toward automatic railroading, and so are the new electronic freight yards, where human decision-making is being reduced to a near-minimum. When freight trains are run by computers rather than crews, they will arrive at freight yards with their switch lists already programmed. The automatic switch engine will take over at that point.

Conversion from semi-automatic techniques already in use to completely automatic techniques now or soon to be in existence could, as a last review of such highlights as these indicates, be quite near—and yet it is so far away. There are solutions for most of the technical problems; but few are in sight for the human ones.

The automatic railroad still sounds like a pipe dream to many railroad men; but then, so did the automated freight yard not so many years ago. Those who doubt the dream may be in for a surprise one of these years—or one of these decades. But to others in the industry, it will be the fulfillment of the kind of prediction made by President Joseph A. Fisher of the Reading. "I can foresee the day," says he, "when this railroad can be run from one room."

CN Express driver

(Continued from page 12)

be easier. But it sure wasn't, at first. It's not so bad now that people are used to it. But I've had to re-map my route — seems like I was going the wrong way half the time."

Another of the Express driver's skills — a vital one — is that of loading his truck. This is almost a science and an experienced driver is the envy of the simple soul who is baffled each time he has to pack a suitcase.

At the end of the day when the truck rolls into the shed, it is crammed solidly with packages ready to be sorted and rushed onto trains heading all over the country. Walter's truck will have its usual variety of cartons, packing cases, packages and unwrapped items, like automobile tires. These are all cleared through the station rapidly to make way for the in-coming deluge from arriving trains.

The drivers' public relations ability is also apparent as they are aware of the fact that they are in many instances the sole contact between CN Express and the customer. Walter has many friends among the people he serves and, like the other drivers, dispenses courtesy and service with his deliveries.

Safety at home

(Continued from page 9)

splintered wood. Infants should be confined to a play-pen for their own protection.

18. The house should be well-stocked with first aid supplies in clean kits.

19. A word about smoking in bed; a Chatham, Ontario hotel remarks rather pointedly to its guests that they, *or their estates*, will be held responsible for damage caused by smoking in bed. The results are just as deadly at home.

These few rules, and others just as reasonable, can spell the difference between a happy home and one broken by the tragedy of carelessness.

Progress

(Continued from page 4)

110,000 miles of carrier telegraph channels to meet the continuing heavy demand for private wire and other related services. Extensive facilities were also provided for use by the Canadian Government in defence purposes.

CNT also placed in operation tape relay message centers at Moncton, Winnipeg and Vancouver, and work is proceeding on a similar installation in Montreal, to be completed in 1958. These relay centers greatly speed the service and effect substantial economies in message relay handling.

"Telex" service, inaugurated jointly with Canadian Pacific Telegraphs in 1956 between Canada and overseas countries, was expanded in 1957 to provide service between many of the larger points in Canada.

CNT completed survey work and began construction of a microwave system between Sydney, N.S. and St. John's, Newfoundland, for television and general communication service. During 1957 microwave facilities were extended, jointly with Canadian Pacific, to provide CBC television network service to stations at Rimouski and Jonquiere, Que.

A Railroading Family

When Pete Ryhorchuk came to Canada from his native Ukraine at the turn of the century, he started a railroading career with CNR that has embraced three generations and 17 Ryhorchuks — and 13 of them are brothers who all worked on the Prince Albert Division at the same time.

The 13 Ryhorchuk brothers have become something of a legend in Saskatchewan railroading, with about 400 years of service to CNR between them — and three of the brothers now have sons also working for the CNR.

International notice was taken of the brothers when their railroading record was mentioned in the "Believe-it-or-not" syndicated newspaper column. And John Ryhorchuk, one of the brothers, received a letter from Bedford, Iowa, which was addressed just with the clipping from a newspaper.

John is the eldest of the 13 brothers and started with the railroad in 1907. He retired in 1946. The three eldest brothers went in for railroad pioneering in 1913 when they worked on the Hudson Bay line from Hudson Bay Junction to The Pas. They found the cold northern winter unpleasant. But they didn't complain — after all, they were earning 15 cents an hour.

The 13 brothers also have a sister who has maintained the railroad tradition. Mrs. Mary Wizniak, of Melfort, is married to a railroader.

All the boys but John were born in the Dauphin area of Manitoba but have spent the larger part of their railroading time in Saskatchewan.

A run-down on their careers shows John started in 1907 and retired in 1946 as a section foreman. Bill, now a section foreman at Melfort, joined the railroad in 1913. At one time he had a section gang working for him composed entirely of his brothers.

Fred P., section foreman at Margo, joined in 1916; Mike, relief foreman at Denholm, has been with CNR since 1923, and Nick, relief foreman until his appointment as janitor at the CNR freight office in Saskatoon because of ill health, joined the company in 1922.

Matt, of Melfort, has been a sectionman since 1922; Andy, also of Melfort, joined in 1925. Alex is machinist for Saskatchewan district at Saskatoon and has been a railroader since 1929. Pete, section foreman at Appleton started in 1928, and Steve, foreman at Hatherleigh, joined in 1935.

Then there is Leo, relief foreman at Melfort, who also started in 1935; Fred, section laborer at Melfort, joined in 1941, and Paul, at Saskatoon, joined in 1942.

All brothers have pleasant memories of the past and plans for the future in railroading — they hope to make their combined service up to 450 years and, with the help of Ryhorchuk sons, to pass the 500-year mark.

Eleven of the railroading Ryhorchuks pose for a picture.

Art on the prairie

By Harry Jackson

Harry Dunn, CNR agent at Wawanesa, Man., and his wife, Eve, are art conscious these days. And they have good reason to be — over the last two years, Mrs. Dunn has become a recognized Canadian artist of exceptional ability.

Demand for her work has mounted so rapidly—she has sold 80 canvases—that what was formerly just a hobby has developed into something approaching a career.

Harry not only encourages his wife in her work but also provides welcome artistic assistance in creating attractive and original frames for her work. His materials are old, discarded pieces of wood, pieces of a 50-year old railway snow fence being his particular favorite.

Mrs. Dunn's work, surrounded by these novel frames, excites admiring comment wherever shown. After a "one-man" show in Brandon, compliments showered on Mrs. Dunn and many art lovers bought her paintings after the show.

Naturally, this is pleasant to the Dunns, particularly as Mrs. Dunn is almost entirely self-taught. In fact, it is only since she has begun to sell her work that she has had any formal teaching in painting.

"I took formal art training for the first time only after I had sold a number of canvases," Mrs. Dunn explained. "You see, I hadn't the nerve to keep on selling my paintings knowing that I hadn't had any formal tuition."

So, two summers ago, Mrs. Dunn took a course at the Doon School of Fine Arts near Kitchener, Ont., studying with the distinguished Canadian artist, Carl Schaefer.

This didn't particularly inconvenience her husband as he took advantage of Mrs. Dunn's absence to take a course himself. He does considerable writing in his spare time and, while his wife was at Kitchener, Harry went to a special summer school for writers in the Laurentian Mountains at Lake Chapleau, Que.

Last summer Mrs. Dunn returned to the Doon School and once more Harry got in some writing. He received a scholarship from the University of Saskatchewan for a course at Qu'Appelle Institute of Human Relations.

Now, Mrs. Dunn has her sights on an internationally famous art school in Mexico. Harry is interested, too, as the same school offers a special course for writers.

"Up to now I've paid for my art training out of the money I've made from painting," Mrs. Dunn said, "so what I'd like to do next is finance a trip to Mexico by the same means."

Her work has been exhibited at many shows in Western Canada and has evoked much favorable comment—and so have Harry's frames. In fact, one judge, fascinated by the intricate tracing of woodworms tunnelling on a 50-year old piece of lumber, commented that perhaps he shouldn't make the frames so interesting as they tended to detract viewers' interest from the pictures.

The Dunns are now in their fifties and look forward to many years pursuing their respective hobbies. Their philosophy on these vocations is simple—"it's never too late to start something new."

SYSTEM NEWS

APPOINTMENTS AND PROMOTIONS

Dr. J. B. Baker has been named medical officer for the CNR at Winnipeg.

Yvon Bibeault, chief clerk to the general passenger agent at Montreal, has been named chief of the information bureau at Central Station there.

Colin T. Cameron, assistant general superintendent of car equipment at Winnipeg, has been named regional employee relations officer there.

J. L. Cann, district engineer at Montreal, has been named engineer, maintenance of way, Toronto.

E. J. Denyar, assistant treasurer, Montreal, has been named treasurer.

John G. Hockman has been named assistant manager of the office services department at Montreal.

Ernest K. House, employee relations assistant at Montreal, has been named assistant to the vice president of operation there.

Dr. J. Gordon Hunter, medical officer at Winnipeg, has been named chief medical officer at Vancouver.

Harry Life, manager for CN Telegraphs at Montreal, has been named commercial superintendent, Eastern Lines, Toronto.

F. J. Lloyd has been named regional inspector of car loading at Moncton.

Lester R. Marcantelli, travelling freight agent at Chicago, has been named assistant general agent there.

Jules R. Marcotte, ticket clerk in the city ticket office at Montreal has been named terminal passenger agent at that point.

Walter D. McPherson, regional employee relations officer at Winnipeg, has been named general superintendent of transportation for the Western Region.

Joseph Pingitore, general clerk in charge of steamship and military traffic in the office of the general passenger agent at Montreal, has been named chief clerk to the general agent there.

Leonard M. Taylor, general agent, Omaha, Neb., has been named training supervisor in the freight traffic department at Chicago.

P. F. Walsh, inspector of car loading at Moncton, has been named supervisor of freight handling and claims prevention for the Atlantic Region.

NEWS BRIEFS

W. M. Bissonnette, right, superintendent of investigation, Winnipeg, accepts Priory Vote of Thanks from St. John Ambulance Association presented by Vice President J. R. McMillan. Looking on are Colin Cameron, employee relations officer, and Harry Taylor, general superintendent, M.P. & C.E.

Santa Rides the Rails

Youngsters spending Christmas on CNR transcontinental trains got a delightful surprise when Santa Claus came aboard at Hornepayne and passed out candies and Merry Christmas wishes.

Santa explained to the happy children that they would find their presents waiting at their destinations, but that he had spotted their train on his way home, and decided to pay them a personal visit.

Santa, incidentally, works in the freight shed at Hornepayne except at Christmas, and his friends there call him Wilf Bauer.

GTW Man Commended

James R. Price, stenographer in the M.P. & C.E. office at Battle Creek, is the happy recipient of the following letter from F. A. Gaffney, GTW vice president and general manager:

"Mr. Donald Smith, regional director, Railroad Retirement Board, Chicago, has called my attention to the outstanding placement record you have achieved for the three-month period ending Oct. 31, 1957. Mr. Smith has indicated that you were instrumental in finding employment for 21 unemployed claimants in the railroad industry during the period mentioned.

"This is indeed a worthwhile accomplishment, as the placement of this number of employees could represent thousands of dollars in savings of unemployment benefits to the railroad industry. You are to be complimented on your good work and I want you to know your efforts are very much appreciated."

Twice In a Row

For the second time in succession, first aiders from the Chauvigny car department have been presented with the shield emblematic of the Central Region championship.

Presentation of the shield was made by Maurice Gagnon, assistant superintendent, Laurentian division, and individual awards were presented by Bernard Asselin, car foreman, to Team Captain Maurice Bouchard and team members Gustave Proulx, Louis Dery, Andre Simard, Beloni Tremblay and Wilbrod Fortin.

Paul Poitras, regional supervisor of first aid at Montreal, represented the medical department at the presentations.

Jared Gillette, center, transportation analyst at Detroit, receives the Silver Beaver, one of scouting's highest awards, for his work on behalf of the Boy Scouts. Mrs. Gillette watches as the presentation is made by F. Lloyd Smith, Boy Scout Association officer.

First Aid Work Recognized

Art Mainprize, superintendent, Kamloops division, and John Truman, roadmaster, Port Mann, have been given Priory Votes of Thanks of the Venerable Order of the Hospital of St. John of Jerusalem, for outstanding work in the practice and teaching of first aid.

The certificates, which bear the signature of Governor General Vincent Massey, were presented by R. H. Robertson, general superintendent, Vancouver.

New Rolling Stock Ordered

Orders for 1,850 freight cars, valued at $19 million, have been placed with four Canadian companies by CNR.

The orders include 1,150 triple hopper cars, 200 steel refrigerator cars of 50 tons capacity; 200 gondolas of 70 tons and 300 50-ton flats.

The cars will be built by Eastern Car division of Dominion Steel and Coal Corp. Ltd., Trenton, N.S.; Canadian Car at Montreal; Marine Industries at Sorel and National Steel Car at Hamilton.

Delivery By Wave Is Slow

Alice Whitaker of CN Telegraphs at Toronto is used to handling messages which take a matter of seconds to complete, but one she sent from the middle of the Atlantic Ocean took 13 months in transmission.

Miss Whittaker typed the message on a slip of paper, stuffed it into a hand-lotion bottle, and heaved it into the briny deep from the deck of the Empress of Britain.

The note asked the finder to get in touch with Miss Whitaker.

That was on Aug. 31, 1956, and she had long forgotten the incident when one day last November she got a letter from Iceland. Attached to it was her bottle message.

The letter, written on the back of a color postcard of an Iceland town, read, "This message has been found at the south coast of Iceland, June 30, 1957, when I was walking along a sand beach."

Bridge Contract Let

The CNR has awarded a contract to Bridge and Tank Company of Canada, Ltd., Hamilton, Ont., for the manufacture and erection of the steel superstructure for the Victoria Bridge diversion at Montreal.

The diversion will be nearly a mile long, and will connect the CNR main lines from Montreal to Halifax, Portland, New York and Sorel with the bridge at a point near the middle of its span across the St. Lawrence River.

The diversion is necessitated by the St. Lawrence Seaway, and will enable CNR trains to cross the bridge without delays resulting from operation of the lift span in the bridge at the St. Lambert locks of the Seaway ship channel.

Named To Scout Council Post

F. M. Crocker, district passenger agent at Saint John, N.B., has been elected a member of the District Council of the Boy Scout Association of that City.

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OFFICIAL STANDARD
21 Jewel
RAILROAD WATCH
from
$64.00 to $86.00
AVAILABLE FROM YOUR
OFFICIAL WATCH INSPECTOR ONLY

"Carry a Ball
and
Time them all"

Black Star Photo

Wheels for Canadian National Railways, made in Manchester, England, are inspected by E. A. Bromley, vice president, purchases and stores, Montreal. Mr. Bromley was a member of the Canadian Trade Mission that toured the United Kingdom.

Science Now Shrinks Piles Without Pain or Discomfort

Finds Healing Substance That Relieves Pain And Itching As It Shrinks Hemorrhoids

Toronto, Ont. (Special) — For the first time science has found a new healing substance with the ability to shrink hemorrhoids and to relieve pain and itching. Thousands have been relieved with this inexpensive substance right in the privacy of their own home without any discomfort or inconvenience.

In case after case, while gently relieving pain actual reduction (shrinkage) took place.

Most amazing of all—results were so thorough that sufferers made statements like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne)—discovery of a famous scientific institute.

Now this new healing substance is offered in *suppository or ointment* form called *Preparation H.* Ask for it at all drug stores—money back guarantee.

Scholarship Winners

Three young Newfoundlanders whose fathers serve on CNR vessels have been awarded scholarships by the Newfoundland division of the C.B. of R.E. & O.T.W.

They are Robert J. White, son of Joseph White, assistant cook on the "William Carson," for the highest marks in grade 11; Clarence Power, son of John T. Power, seaman on the "Burin," highest marks in grade ten; and Roberta Cave, adopted daughter of Edgar Sullivan, second cook on the "Bonavista," for highest marks in grade nine.

War Vets Are Active

With new groups being formed, and established units continuing active, the Canadian National War Veterans Association faces a year of expansion on all parts of the system.

At St. John's Newfoundland, a new branch has been inaugurated, under the presidency of Fred Williams, who formally opened the association's new club and recreation center.

On hand for the occasion, which was presided over by James A. Ryall, association president, were the Hon. Charles Ballam, Newfoundland minister of labor; E. J. Cooke, CNR Newfoundland lines manager; Cyril Merner, assistant manager; Joseph Moore, Veterans Association vice president; Michael Bell, treasurer; and Gordon Warren, past president, St. John's branch, Canadian Legion.

A call to veterans in Manitoba has gone out regarding the formation of a branch for that province. Alexander Fraser, 1203 Rosemount Avenue, Winnipeg 9, is the contact man, and information may also be secured from the dominion secretary, G. A. Long, room 1007, 355 McGill Street, Montreal 1, Que.

Formation of an Alberta branch was discussed at a meeting held in Edmonton during January, and Alberta veterans interested are asked to get in touch with Don McKechnie, transportation department, CNR, Edmonton Terminal.

More than 200 attended the Veterans Association annual banquet at Moncton, and heard their efforts praised by Robert B. Graham, retired assistant general manager of the CNR's Atlantic Region. Other speakers were W. E. Robinson, retired regional vice president and general manager; George Bailey, Association president; and Dr. Frank E. Archibald, minister of St. John's United Church.

A life membership in the association was presented to Mr. Graham.

Senior Ladies Club

A Social and Welfare Club for senior ladies of the CNR has been formed at Montreal.

The purpose of the club is to continue and renew friendships made during past years, and it will be known as the "Continuity Friendship Club."

A program of activities is being arranged, and plans have been made for a military whist in February, a business meeting in March, a day in the Laurentians in April and a visit to Ottawa during tulip time.

Officers elected were Gladys Wadson, president; Pearl Knox, vice president; Dorothy Macrae, recording secretary; Mabel Southwood, corresponding secretary; and Edith Morris, treasurer. Chairmen of committees are Myrtle Taylor, membership; Bella Johnston, program and entertainment; Edna Johnson, nominating; Florence Morris, welfare. Irene Cooke, Grace Alexander and Elsie Collins form the executive committee.

Stratford Fund Benefits

The Stratford Welfare Bureau Fund has been given $150, the proceeds of a bingo party held by the local CNR Recreation Association and member unions of Federated Crafts.

Our "2-Account Plan" helps you to save

1. Use your Savings Account strictly for saving.
2. Keep a separate Personal Chequing Account for paying bills.

Try this new plan at any "Royal" branch.

THE ROYAL BANK OF CANADA

Sharpshooters from the express department at St. Catharines won their share of trophies at local rifle club's Turkey Shoot. From left, Eric Whitfield, Harry Merriatt, and John McMillan.

President Donald Gordon wears the Scottish Balmoral, bearing the Clan Gordon crest, presented to him during an inspection visit to U.S. lines. At left is R. Douglas Stewart, chairman of Quaker Oats Co., and at centre, Gerald A. Newman, consul for Canada.

Wins GTW Cavalier Award

W. A. Cameron, locomotive engineer at Pontiac, Mich., has been made a member of the Grand Trunk Western Court of Courtesy, as the result of an incident cited in the following letter sent him by H. W. Askew, general superintendent, M.P. & C.E, Battle Creek:

"We have been advised that on the morning of Oct. 24, when you were engineer on train No. 72, that a number of commuters were a little late in getting to the station at Birmingham, due to bad weather, and would have missed the train had you not thoughtfully held your departure for a brief period until they could get aboard.

"We feel you should be commended . . . as such courtesies on the part of employees build up good will for the company, and we want you to know your actions did not go unnoticed, not only by the commuters but by the company as well."

Saint John First Aid Honors

St. John Ambulance Association first aid certificates have been awarded to Saint John staffers Peggy Jewett, T. Lloyd, H. H. Smith, J. E. MacFayden, J. D. Corkery, N. Delano, J. Powers, M. Freeze, J. Horgan, H. Spragg and H. D. Leaman.

Attending the presentation of the awards, which were made by J. G. Davis, terminal superintendent, was R. E. Cunningham, Atlantic Region supervisor of first aid.

CNR Man Is Able Orator

Rudy Zamarski, telegraph operator at Niagara Falls, has completed a three-month course in effective speaking sponsored by the local Junior Chamber of Commerce.

At an "election night" session staged by the Jaycees, his speech was judged best of the event.

Mr. Zamarski was born in Poland, and devotes much of his spare time to studies in Polish, English, French, German and Russian.

Credit Union Dinner

John Matthews, of the Michigan Credit Union League was chief speaker, and T. O. Leveille, claims agent for the GTW was master of ceremonies at the annual dinner of the GTW Employees Federal Credit Union, held at Battle Creek.

Lieut. Alice Sherratt, of the Battle Creek Police Department was guest speaker, and others at the head table included A. G. Thernstrom, superintendent, Chicago division, and Mrs. Thernstrom; James Sullivan, Credit Union attorney; Leland Sherratt; Mrs. Leveille; Harry DeMaso, state representative, and Mrs. DeMaso; Ralph Koons, city editor of the Battle Creek Enquirer and News, and Mrs. Koons; Milford Anguilm, credit union president, and Mrs. Anguilm.

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Sheet Metal Work
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Refrigeration

Power
Combustion Engineering
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Electric Light and Power
Stationary Steam Engineering
Stationary Firemen

Radio, Television, Communications
General Radio
Radio Operation
Radio Servicing—FM
Television Servicing
Electronics
Telephone Work

Railroad
Locomotive Engineer
Diesel Locomotive
Air Brakes ☐ Car Inspector
Railroad Administration

Textile
Textile Eng. ☐ Loom Fixing
Cotton or Woolen Manufacturing
Hosiery & Circular Knitting
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GET AHEAD IN '58

MAIL THIS COU-PON NOW

AT THE END OF THE RUN

Hits From 'Way Back When'

Hit parade music all the way back to 1913 revived memories for Stratford CNR Pensioners Club members when they were entertained by musicians from Local 418, American Federation of Musicians.

Employees who also helped to amuse the old timers included G. Hastings, W. Kalmusky, C. Kelly and Nelson Kahle, with Norman Carnegie acting as master of ceremonies.

Speakers were Mayor Fred Cox of Stratford; D. E. Mackinnon, shops superintendent; Harry Clark, club president and Joseph Peck, past president.

They Like Fitz

The electors of Kamloops, B.C., have once again shown that they think J. E. Fitzwater makes a pretty good mayor, by re-electing him to his fourth two-year term.

Mr. Fitzwater, retired bridge and building master's clerk, has a long record of community activity at Kamloops. He served for 10 years as alderman, and is a past president of the Union of British Columbia Municipalities.

Winnipeg Vets Mark Christmas

Nearly 20,000 years of railroad service was represented when the 500 members of the CNR Veterans Association at Winnipeg met for their annual Christmas party, held at the CNR station.

Retired railwaymen, with ages ranging from 65 to 90, were entertained by a display of magic, elocution, a pipe and drum show and an orchestral program, plus community singing and refreshments appropriate to the occasion.

Leading the veterans at the party were the members of their 1958 executive, who are W. Buchanan, president; S. Ross, vice president; A. Frazer, secretary; T. H. Sharples, treasurer; A. S. Wilson, past president; and I. Carlson, W. G. Cunningham, Harry Davis and J. Ewbank, members of the executive committee.

"RED" GRAHAM

CNR men from all departments in the Niagara peninsula gathered at a dinner to honor George "Red" Graham on his retirement as checker for the CN Express at St. Catharines.

During the evening, Mr. Graham was presented with a wallet and a sum of money by W. J. Marble, retired express agent, on behalf of the assembled guests. Agent Alex Williamson also took part in the presentation.

Mr. Graham entered the express department in 1915, as a driver, later serving as motorman, in 1948 taking the position from which he has retired.

HARRY PREDIE

Friends and fellow railroaders of Engineer Harry Predie were on hand to welcome him when he brought his last train into Prince Albert, to end 40 years with the CNR.

Mr. Predie started as an engine wiper on the Canadian Northern at Edmonton in 1914, becoming a fireman in 1916 and engineer in 1937. He has worked on most of the Western Region divisions.

JAMES BURTCH

Fellow railroaders of Locomotive Engineer James Burtch presented him with a wrist watch on his retirement.

Mr. Burtch started as a fireman in 1913, and was promoted to engineer in 1917, working out of Sarnia, Niagara Falls, Belleville and Toronto. For the past five years he has been in passenger service between Sarnia and Toronto.

PETER POTTER

Peter Potter, of White Rock, B.C., has brought to a close 38 years of serving passengers on CNR dining cars.

Starting as a waiter at Toronto in 1919, Mr. Potter moved to Winnipeg later in the same year, and to Vancouver in 1938.

DR. YOERGER

On the eve of his retirement as senior medical officer for the British Columbia district, Dr. R. G. Yoerger was honored at an informal ceremony in Vancouver.

He was presented with a flight bag, tie case and a decanter by J. J. Grant, claims agent, on behalf of his many friends in the railway.

Porter Instructor Hughie Fraser, retiring after 42 years with the company, with Mrs. Fraser and the TV set his associates in the S.D. & P. car department gave him as a parting gift. Standing, from left, are H. A. Craib, departmental superintendent, Toronto; H. W. Dunton, chief clerk; and A. H. Anderson, supervisor of services, Montreal. A native of Jamaica, B.W.I., Hughie joined the Canadian National in 1915.

Testimonial dinner marked the retirement of R. A. Craven as general superintendent of transportation at Winnipeg. Mr. Craven, who had 46 years with the company, is seen at left as he received the parting gift of his associates presented by F. H. Keefe, general manager of the Western Region.

J. H. Gibson, left, division master mechanic, Ottawa, is greeted by Mrs. Gibson and Superintendent G. T. Dunn as he ends 45 years of service. Mr. Gibson started as a fireman in 1911, was made foreman of engines at Brockville in 1919 and in 1943 was named to the post from which he retired.

R. A. CRAVEN

More than 150 CNR officers and associates of R. A. Craven honored him at a testimonial dinner held at Winnipeg to mark his retirement after 46 years of railroading.

Head-table guests included S. F. Dingle, vice president, Montreal; J. R. McMillan, vice president, Winnipeg, who was chairman of the dinner; F. H. Keefe, general manager; J. L. Charles, consulting engineer; D. O. Owens, regional counsel; L. A. Fonger, freight traffic manager; F. N. McKenzie, passenger traffic manager; G. R. Graham, general superintendent, Edmonton; A. A. Hutchinson, vice president, Order of Railroad Telegraphers, Ottawa; and F. Musgrave, retired superintendent of the Manitoba district.

Mr. Craven joined the Grand Trunk as a car checker at Sarnia in 1911, became operator at Kamsack in 1912, and served with the C.E.F. from 1915 to 1919, when he returned to Kamsack. He rose through the positions of despatcher, rule instructor and chief despatcher to that of transportation assistant in 1944, and in 1949 was named superintendent for the Manitoba district. He moved to Port Arthur as divisional superintendent in 1951, and a year later was appointed superintendent of transportation for the Western Region at Winnipeg.

ARCHIBALD McLAURIN

Archibald Stewart McLaurin has thrown his last switch at Central Depot yards in Ottawa, and has entered retirement after 37 years of service.

For the past 13 of those years he has guided about 50 trains every day through the maze of trackage outside his little red switch shanty.

Retirement for him holds out a pleasant prospect. He's going to Florida for the winter, but first and most important he's getting married, after being a widower for 19 years.

ARNOLD SANDE

A ceremony in the car foreman's office at Jasper marked the retirement of Arnold Sande as assistant car foreman.

Joining the company in 1919, at Rocky Mountain House, Mr. Sande has been at Jasper for the past 20 years.

WILLIAM BOWDEN

William J. Bowden, correspondence clerk in the passenger tariff and ticket bureau at Montreal, has retired after a railroading career that began in 1920.

Friends in the department made a gift of money to him on his last day on the job, the presentation being made by K. H. LeClair, assistant manager.

Farewell handshake for Engineer John W. Nearing, of Sydney, N.S., is given by Yard Foreman Chipper Palmer, as Mr. Nearing ends 46 years of railroading. Mrs. Nearing was also on hand.

Sam Ezekiel steps down from his locomotive and is greeted by C. I. Merner, superintendent of Newfoundland lines.

SAMUEL EZEKIEL

A railroading career that lasted for more than half a century has ended with the retirement of Locomotive Engineer Samuel Ezekiel at Humbermouth, Newfoundland.

Entering the service of the Newfoundland Railway in 1906, he became a fireman in 1911 and was promoted to engineer in 1917. His service record is made even more remarkable by the fact that in 51 years of railroading in some of the toughest territory on the system, he never lost a day through illness.

On hand to greet him as he completed his last run were many associates, including H. H. Hicks, general superintendent, M.P. & C.E., Moncton; C. I. Merner, Newfoundland superintendent; T. J. Cleary, assistant superintendent; J. Hickey, locomotive foreman; and Kevin Byrne, local chairman, B. of L.F. & E.

Goodbye gifts are presented to Percy Hyland, center, and congratulatory telegrams read as friends gathered to honor him on his retirement. At left is Ed Gallant, general agent, passenger department, Montreal, and at right is Geo. Edwards, general passenger agent.

PERCY HYLAND

Percy Hyland, tour-supervisor, travel consultant, and occasionally father-confessor for many of the athletic greats of the continent, has retired to close out a career that combined business with pleasure to a degree that is the good fortune of few men.

As passenger traffic representative at Montreal, Percy Hyland and his cigar, the two practically inseparable, have been to more big-time sports events than ten ordinary people.

In hockey, it was the Montreal Canadiens; in football, the Montreal Alouettes; in baseball, the International League Royals — all big league or very close to big league — and all demanding big-league treatment from the CNR, which Percy got for them, or knew the reason why.

A Montrealer born and raised, Percy Hyland joined the CNR in 1927.

He was, and is, a man of many and varied interests, mainly centered around sports and the theatre.

For 15 years he was president of the Atwater Baseball League, a semi-pro outfit that lined up most of the good baseball talent in the Montreal area. He had a weekly sportscast over the local CBC radio station for many years; was choirmaster at St. Ann's Church; and wrote, produced and acted in plays at Montreal legitimate theatres and on radio. He married the leading lady of one of his theatrical productions, and helped operate a Montreal night club for a couple of years.

So, by leaving his desk in the general passenger agent's office in downtown Montreal, he is dropping only one phase of an active, crowded life.

He may miss his CNR job, but there are plenty of things he won't miss. To name three: the Stanley Cup finals; the Grey Cup game; and the World's Series.

Percy hasn't missed a series in 25 years, and doesn't propose to start missing them now. All the experience he has accumulated in getting treasured tickets for top sports events will come in mighty handy.

CHARLES PARSONS

A farewell gift from his office associates was presented to Charles Parsons when he retired as freight claim agent for the Newfoundland lines, the presentation being made by E. J. Cooke, Newfoundland manager and general superintendent.

Mr. Parsons joined the railway in 1909, and is a veteran of service with the Royal Newfoundland Regiment in the First World War, during which he won the Military Medal and Bar.

"LOU" STEWART

The days when railroad pay cheques were hand-written were recalled by Miss "Lou" Stewart when she retired in Toronto with 41 years of service.

Miss Stewart was guest of honor at a dinner given by her associates.

Entering the Canadian Northern at Toronto in 1916, she moved from the treasury to the pay office in 1953, remaining in that department when it was taken over by the regional auditor's office in 1957.

HOWARD KEELER

Howard E. Keeler, agent at Iroquois, Ont., for the past 14 years, has retired.

Mr. Keeler began his railroad career at the age of 15. In 1910 he was made telegrapher at Cardinal, and was promoted to the post of agent at Iroquois in 1943.

WALTER MORTON

Fellow members of the Edmundston Railwaymen's Association honored Walter B. Morton at a dance, to mark his retirement as chief clerk at that point after 46 years in the railway.

Mr. Morton was presented with a purse by R. A. Clarke, divisional superintendent.

W. M. REANY

W. M. Reany has retired as locomotive engineer after more than 45 years of service, most of which was spent at Ottawa, Brockville, Lindsay, Sarnia, Windsor and Fort Erie.

During his last ten years he worked out of Toronto and Hamilton.

Railroad associates and friends were on hand to greet him when he completed his last run.

Retiring Porters Percy Webber, left and L. S. Gooding say goodbye to the boss, H. A. Craib, superintendent, S.D. & P.C. department, Toronto. Mr. Webber has been on the Montreal-Toronto run for many years, while Mr. Gooding has served on the Toronto-Windsor, Toronto-Detroit and Toronto-Montreal runs. They had 65 years' service between them.

Presentation of gift from associates is made to Jim Mason, center, analyst in the accounting department at Montreal, by R. D. Armstrong, vice president, accounting and finance, with Mrs. Mason looking on. Mr. Mason entered the Grand Trunk in 1921, worked at Toronto and Montreal, and specialized in studies relating to the presentation of freight rate cases.

Harvey Class, seated, with associates at a luncheon given to mark his retirement as travelling freight agent at Cleveland. Standing from left, are W. J. Sharkey, freight traffic representative, and P. W. Kemp, travelling freight agent, both of Buffalo; J. V. Thomas, chief clerk, and Elmer Hoffman, general agent, freight department, Cleveland.

Fred W. Smith, let retiring after 38 years with the company, receives the parting gift of his associates from Locomotive Foreman J. D. White at Halifax. At center is Mrs. Smith. Joining the railway at Truro as a machinist in 1919, Mr. Smith was transferred to Halifax in 1925. He has been assistant foreman of the motive power shop since 1953.

ANDREW ENBORG

Andrew Leslie Enborg, who rose from engine wiper to superintendent of transportation in his 42 years with the Canadian National, has retired at North Bay.

His associates gave him a slide projector as a parting gift, the presentation being made by W. B. Jackson, general superintendent at North Bay.

A native of Port Arthur, Mr. Enborg started railroading in 1915, and worked his way through the ranks at various posts in Capreol, Hornepayne, Toronto and North Bay.

He served as assistant superintendent at Hornepayne and Capreol in 1944 and 1945, and two years later was made superintendent of the Toronto Terminals Company, holding that position until 1952 when he was appointed acting superintendent at Stratford.

Moving to Capreol in the same year as superintendent, he was named superintendent of transportation at North Bay in 1955.

ED DALY

Edward Francis Daly has brought to a close 46 years with the company, and his passing from the active railroad scene was marked by his associates at Vancouver, on whose behalf R. H. Robertson, general superintendent, presented him with a wallet.

Mr. Daly started as a trainman at Dauphin in 1911, and was promoted to conductor in 1919. Following an injury received in an accident at Flin Flon, he became yardmaster at Kamloops, from which position he moved to that of safety inspector for the B.C. district, and later to safety supervisor, his job at the time of his retirement.

BERT HOOPER

After 47 years of railroading, E. N. "Bert" Hooper of London has called it a career.

Mr. Hooper took his first railroad job at Springfield, Ont., as operator with the New York Central, in 1910.

Shortly after he started with the Grand Trunk, working as operator at various stations. He was promoted to despatcher in 1911.

ART KNOX

From a start as engine wiper back in 1910 to the throttle of the Super Continental is the story of 47 years of railroading for Art Knox, of Biggar, Sask., who has retired.

Starting at Prince Albert, Mr. Knox fired for nine years before being promoted across the cab. Operating out of a number of Prairie cities before moving to Biggar in 1950, he has handled the Super for the past two years.

THOMAS HALL

Thomas R. H. Hall has made his last run as a locomotive engineer, ending his 47-year railroading career at New Carlisle, Que.

On hand to greet him as he stepped down from the cab were J. H. Gallant, locomotive engineer; R. Boulet, trainmaster; J. M. Gallup, road foreman of engines; J. Flowers, locomotive engineer; Ivan Flowers, fireman; A. Assels, operator; D. D. Smollett, terminal agent; M. Landry, locomotive foreman's clerk; J. Renouf, fireman and H. Smollett, yard foreman.

ROLAND JOLLYMORE

Retiring after 40 years of serving dining car patrons on the Montreal-Halifax runs, Waiter Roland Jollymore was congratulated on his long and faithful service by W. R. Sutherland, sleeping, dining and parlor car superintendent at Halifax.

HARVEY MacDONALD

Harvey G. MacDonald, of the car department at Saint John, N.B., was honored by his fellow employees on his retirement after more than 42 years with the company.

In presenting him with the gift of his associates, Car Foreman Edward MacFayden expressed best wishes for a happy retirement.

Mr. MacDonald started as a coach cleaner in 1914 and was promoted to car inspector in 1916.

JOSEPH MORRIS

Friends and fellow railroaders formed an unofficial committee to give farewell greetings to Locomotive Engineer Joseph Morris, of Lindsay, when he brought in his last train.

Mr. Norris started with the Grand Trunk at Windsor 37 years ago, and has also worked out of London, Stratford and Sarnia.

GEORGE COWIE

George S. Cowie, whose signature has appeared on more than three million CNR pay cheques, and 232,000 pension cheques each year since he became treasurer of the company in 1952, has brought his long service to a close.

A native of Scotland, Mr. Cowie entered the Canadian Government Merchant Marine and GTP Coastal Steamships as chief clerk in the treasurer's office at Toronto in 1921. He moved to Montreal as assistant treasurer of the CGMM in 1923, and was named assistant treasurer of the system in 1929.

Mr. Cowie is closely identified with many community and welfare services. He is a past president of Montreal Kiwanis; from 1951 to 1955 he was president of the Quebec Division of the Canadian Cancer Society; and is at present vice-president and director of the national association. He is also a governor of the Montreal General Hospital, and a member of the McGill Graduates Society and the Engineers Club of Montreal.

George S. Cowie, retiring as treasurer, with President Donald Gordon and a scroll bearing names of Mr. Cowie's associates who honored him at a reception. He also received a gift certificate.

SIMON HIGGINS

A farewell party and presentation marked the retirement of Simon H. Higgins, machinist at New Glasgow, who has ended 40 years with the company.

Entering the service as a locomotive wiper in 1918, he was made machinist helper in 1921, and in 1941 was promoted to machinist.

GEORGE KIRTON

George Edward Kirton has retired as shed foreman's clerk at Edmonton.

Mr. Kirton was born in England, and first worked for the Canadian Northern in 1911. In 1916 he left the railway to take up farming, rejoining the service as trucker at Edmonton, subsequently working as car checker and foreman's clerk.

Arthur Selbee, retiring as general superintendent of motive power and car equipment for the Grand Trunk Western at Detroit, was guest of honor at a banquet given by his associates. He is seen at left receiving their parting gift from his successor, Harold W. Askew.

ARTHUR MURRAY

Arthur Murray, painter at the motive power shops in Stratford, has retired after service that began in 1919.

A. W. BARNETT

A. W. Barnett, conductor in the freight service between Fort Erie and St. Thomas, has retired.

Mr. Barnett started as a brakeman at Stratford in 1916. In 1922 he moved to Fort Erie, and in 1951 was promoted to conductor.

The milk can, milk train and milkman are all phonies, but the Christmas goodies are for real. Associates of John Foley, retiring as chief clerk in the mail and baggage department at Montreal, staged the presentation to Mr. Foley to mark his retirement after 44 years with CNR. "Milkman" is Denis Bilodeau.

Ninety Years Young

Thomas Todd, of Montreal, celebrated his 90th birthday in January, and among the many messages of congratulation he received was a letter from President Donald Gordon.

Mr. Todd served the CNR from 1887 to 1941, was general chairman of the Order of Railway Conductors from 1905 to 1941, and was later vice president of the union.

GOLDEN WEDDINGS

Mr. and Mrs. James Morrell of Moncton cut the cake on their 50th wedding anniversary. Mr. Morrell had served 35 years in the Motive Power shop at Moncton, N.B. when he retired in 1949.

Mr. and Mrs. William J. Smith, of Winnipeg, pose for photographer on their 50th wedding anniversary. Mr. Smith retired as a passenger trainman in 1948.

Mr. and Mrs. Henry Samuel Cole, of Ingersoll, Ont., have celebrated the fiftieth anniversary of their wedding.

Mr. Cole retired in 1942 as crossing watchman at Ingersoll.

WOMEN

PLEASE NOTE:

Correspondence, including manuscripts and photographs for this section, should be addressed to:

Miss M. Angela Lane,
Women's Editor,
Keeping Track
Public Relations Department,
WINNIPEG, Man.

Party Planning

IS WINTER getting you down? Don't let it! St. Valentine's Day is in the offing and it's a good excuse for a party. Decorations can be carried out in the red and white associated so closely with this celebration — and food dishes can, to a great extent, carry through the color scheme.

Here are a few suggestions which may help you with your entertaining:

Tomato Aspic Ring

- 1 pkg. lemon jelly powder
- 2 cups tomato juice
- 1 tsp. salt
- 1 bay leaf
- 1 tbsp. pickling spice
- 2 tbsp. chopped onion
- ¼ cup vinegar
- 1 tbsp. lemon juice
- ½ cup shredded cabbage
- ½ cup chopped celery
- 1 cup well-drained canned peas or cooked fresh or frozen peas.

Simmer tomato juice with pickling spice, salt, bay leaf and onion for 10 minutes. Strain. Dissolve jelly powder in the hot tomato juice. Add vinegar and lemon juice. Chill until slightly thickened. Fold in chopped celery, cabbage and green peas. Pour into ring mold that has been rinsed in cold water. Chill until firm. Unmold on salad greens. If desired, fill the center of ring with potato salad and garnish with devilled eggs. This makes a wonderful main course salad.

Exotic Shrimp Salad

- 1½ cups sour cream
- 2 to 3 tbsp. minced onion
- ½ cup chopped celery
- ½ tsp. salt
- 3 cups cooked rice
- 1 lb. cooked shrimp
- ¾ cup mixed dressing
- salad greens
- 1 hard-cooked egg, chopped

Mix sour cream, onion, celery and salt. Add to rice and toss lightly. Chill about one hour. Meanwhile, cover shrimp with ¾ cup of dressing and let stand about one-half hour to marinate.

Then heap rice on crisp salad greens on platter or salad plates. Place shrimp around outside. Sprinkle chopped egg over top of rice. Serve with the dressing marinate. Yield: four to six servings luncheon or entree salad.

An excellent dressing to go with the shrimp salad is the old fashioned herb which can be made from the dressing mix, to which vinegar, water and salad oil are added.

Cherry Almond Fingers

BASE:

- 1½ cups sifted flour
- ½ tsp. salt
- ¼ tsp. mace
- ¼ cup brown sugar
- ½ cup butter, or shortening and butter mixed
- ½ tsp. vanilla

TOPPING:

- ⅔ cup sweetened condensed milk
- ½ cup blanched almonds, halved
- ½ cup glace cherries, sliced
- ¾ cup coconut
- ½ cup bleached sultanas
- ½ tsp. almond extract

Cream butter, gradually blend in brown sugar and vanilla. Add sifted dry ingredients, mixing well. Press into prepared pan and bake in 325° oven for 15 minutes, until lightly browned.

Cover the sultanas with boiling water for five minutes. Drain and dry. Mix the sultanas, cut cherries, almonds and coconut together. Combine with the sweetened condensed

Exotic Shrimp Salad

General Foods Photos

Sweet and Perky Molds

milk and almond extract. Spread over the pre-cooked base and return to oven. Continue baking for one-half hour. Cool in pan and cut in fingers. If desired, frost with lemon butter icing before cutting.

Sweet and Perky Molds

- 1 pkg. strawberry jelly powder
- 1 cup hot water
- ¾ cup cold water
- ½ cup whipping cream
- ¼ to ⅓ cup sliced red maraschino cherries
- ¼ to ⅓ cup sliced green maraschino cherries
- ¼ cup slivered blanched almonds

Dissolve jelly powder in hot water. Add cold water. Pour half of mixture into a one-quart mold. Chill until firm. Chill remaining gelatin until slightly thickened. Whip the cream; fold into slightly thickened gelatin along with fruits and nuts. Pour into mold over firm gelatin. Chill until firm. Garnish with additional whipped cream and cherries, if desired. Yield: eight servings.

Strawberry Hearts

- 2 pkg. strawberry jelly
- 1 cup hot water
- 1 cup cold water
- 1 10-oz. pkg. frozen strawberries, thawed
- 2 cups heavy cream, whipped

Dissolve one package jelly powder in one cup hot water. Add one cup cold water. Pour into an 8 x 8 x 1½-inch pan. Chill till firm.

Drain strawberries, reserving syrup. Add water to strawberry syrup to make one cup of liquid; heat to simmering. Dissolve second package jelly in the hot liquid. Add the drained strawberries. Chill till partially set, then fold the whipped cream into the gelatin mixture. Pour into heart-shaped molds and chill until set. Unmold. With a heart-shaped cookie cutter, cut out hearts from the plain strawberry gelatin and place on top of each mold. Decorate with additional whipped cream, if desired. Yield: approximately nine servings.

Cherry Cup Cakes

- ⅓ cup butter
- 1 cup sugar
- 1 egg, well beaten
- ½ cup milk
- 1½ cups sifted cake flour
- ½ tsp. salt
- 2 tsp. baking powder
- ¾ tsp. lemon extract
- ½ cup glace cherries
- ½ cup currants

Preheat oven to 350°F. Grease and flour bottoms of small muffin tins or use paper liners. Wash and dry currants. Prepare cherries. Sift, then measure flour, add baking powder and salt and sift together three times. Add the prepared fruit to the flour. Cream butter and gradually blend in sugar. Add the well beaten egg and the lemon extract, combining lightly. Add the flour mixture to the creamed mixture alternately with the milk, beating lightly after each addition. Fill prepared muffin tins half-full. Bake

(*Please turn to Page 38*)

Spring Wardrobe

It's not too early to start thinking about spring, and a spring wardrobe. The days and weeks slip by so quickly, and the first thing we know, it will be time to doff our winter coats and get into something lighter. Pictured are attractive outfits that look well.

First is pattern 8293, showing an attractive ensemble.

Pattern 8293

Pattern 8316

The sheath dress is slightly bloused, has a banded neckline and two walking pleats in the back. The boxy matched cardigan-jacket buttons in front. You will note that the sheath has a contrasting band to match the jacket and that the jacket is banded to match the dress.

Pattern 8316 is a fashion favorite. It may be made in three different versions. As shown in the picture, it is made in all wool flannel, double breasted and belted in. Note the wide notched collar, the slightly full bracelet length sleeves, the slim skirt, the welt pocket trim. For variation, make the suit, eliminating the pockets, the buttons on the jacket, or wear the jacket unbelted and with a skirt of contrasting color and material.

These are Butterick Patterns. If your local dealer cannot supply them, send direct to The Butterick Company, Inc., 528 Evans Ave., Toronto 14, Ont.

Shoe Buying Hints

WE FEEL the material of a suit before we buy it . . . peek at the motor of a car before signing a cheque . . . examine a home with an eagle eye before calling the moving vans . . . yet often buy shoes with nary a thought about where to look for signs of quality.

"A shoe," we tell ourselves, "is a shoe."

Not so! More than 100 people may be involved in making a shoe, and the skills that go into its manufacture may vary from poor to excellent. An ill-advised purchase can not only waste your money, but can lower your efficiency and make you grouchy.

So, what should you look for?

According to experts who buy shoes for a large department store, there are five important considerations:

1. Deciding the purpose: Even before entering the store, you should decide whether you want dress shoes, walking shoes, specialized work shoes or some other type. Planning will help you come out with what you went in for.

2. Measuring your foot: Insist upon having one foot measured — memory is a tricky thing, and besides, size can change even among adults. Try on *both* shoes before buying.

This will prevent error in the event one foot is smaller than the other.

3. Judging the fit: The "feel" is most important here, but check, while walking, to see that your heel is well seated and doesn't slip up. The top of the upper should fit snugly against your foot, but not so tightly that it leaves a red line under the sock. Make sure your foot rests comfortably on the insole of the shoe.

If the shoe size is the same as that of the shoes you are wearing, look at the soles of your old pair. If the forward part shows excessive wear, the size is too long. If your shoes were too tight, the linings and insoles may show severe discoloration.

For children's shoes there are special considerations. If it's a child's high-top you're buying, be sure the top fits snugly around the heel to grip the foot well. The toes should permit the child to stand with natural balance; that is, feet parallel, toes straight forward, weight distributed properly.

Check the "feel"

J. C. Penney Photos

Check the brand

And always remember how rapidly children's feet grow — have your dealer check for size before resoling old shoes.

4. Looking inside: Check to see that the lining is smooth without wrinkles or heavy seams. Then look at the insole — if cracked or ridged, it will make the shoe too uncomfortable to wear. Run your hand inside the shoe, and make sure it feels smooth all the way to the toe.

5. Sanitization: While you're in a questioning mood, find out whether the shoes you are considering are Sanitized. If they are, you'll never have to worry about unpleasant odors, for Sanitized inhibits odor-producing bacteria and fungi. In addition, you need never worry about fungi and bacteria from a previous customer who tried on the same pair of Sanitized shoes.

There's no doubt about it: buying the right shoes can be a bother, but it pays off — in comfort, wear and economy.

Salads Add Zest

INTEREST, variety and appetite appeal can be built into colorful, crisp and refreshing salads. Because of the wide variety of fruits and vegetables available all year, a salad should be a part of every dinner. And the dressings are important — they add zest and should please the palate but not mask the flavor of the greens.

Today, it's simple to add variety to salads with packaged dressings on the market. Several distinctive flavors—cheese, herb, garlic, different types of French—are available. They are easy to prepare, just adding vinegar, water and oil to the contents of a small envelope.

To make the attractive salads that go under the dressing takes a bit of preparation. Use foods that contrast in texture —at least one food that's chewy and crisp when other foods are soft. Use ingredients that give variety in color. All fruits and vegetables must be fresh and in prime condition. To make greens crisp and perky, wash, drain and chill before using. Keep the arrangement simple and casual—avoid the fixed look. Garnishes add the final touch and should be in keeping with the salad. A sprig of watercress, radish roses, sliced stuffed olives or a sprinkle of paprika add much to a vegetable or main dish salad. Maraschino cherries, orange sections and mint leaves are colorful garnishes for fruit salads. Here are some recipes you might like to try:

Carrot and Cabbage

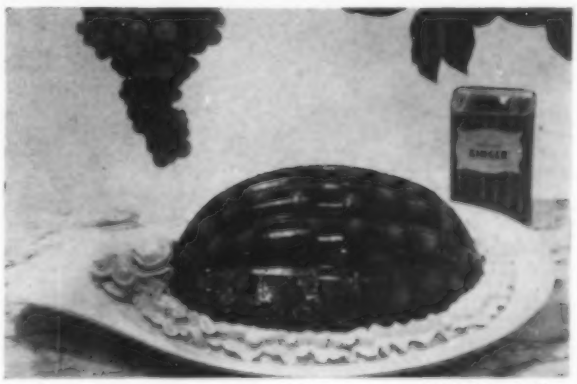
1 pkg. lemon jelly
1 cup hot water
¾ cup cold water
½ tsp. salt
¾ cup grated carrots
¾ cup finely shredded cabbage
¼ cup old fashioned or Canadian French dressing

Dissolve jelly powder in hot water. Add cold water and salt. Chill until slightly thickened. Meanwhile, marinate carrots and cabbage in French dressing. Fold into slightly thickened jelly and pour into individual molds. Chill until firm. Unmold on crisp lettuce. Serve with additional dressing, if desired. Yield: six servings side salad.

Ginger Grape

1 pkg. grape jelly powder
1 cup hot water
Canned white grape juice and cold water combined to make one cup
1 cup drained canned white seedless grapes
Gingered whipped cream

Dissolve jelly powder in hot water. Add cold water and juice. Chill until slightly thickened. Fold in grapes. Pour



General Foods Photo

into serving dish or mold. Chill until firm. Top with gingered whipped cream. Yield: six servings.

To make gingered whipped cream, beat one-half cup whipping cream until thick and fluffy. Fold in one and one-half tablespoons sugar and one-quarter teaspoon powdered ginger. Blend well.

Coffee Gelatins

COFFEE JELLY:

1 envelope unflavored gelatin
½ cup cold water
1¼ cups hot water
¼ cup sugar
1 tbsp. instant coffee

Sprinkle gelatin on cold water to soften. Add hot water; stir until gelatin is dissolved. Add sugar and coffee; stir until sugar is dissolved. Turn into a five-cup mold; chill until almost firm.

COFFEE BAVARIAN:

- 1 envelope unflavored gelatin
- ½ cup cold water
- ¾ cup hot water
- ⅓ cup sugar
- 4 tsps. instant coffee
- 1 cup heavy cream, whipped

Sprinkle gelatin on cold water to soften. Add hot water; stir until gelatin is dissolved. Add sugar and coffee; stir until sugar is dissolved. Chill until mixture is the consistency of unbeaten egg white. Fold in whipped cream. Turn on top of almost firm first layer. Chill until firm. Unmold: garnish with additional whipped cream, if desired. Yield: eight to ten servings.

Glittering Gloves

Gloves that glitter, in shortie styles, with eye-catching trimming centered on wrists, are leaders now for a day and evening wear. These festive gloves will take you right into the spring fashion parade — shorties in very light pastel shades, with sylized trimmings, are specially featured for Spring, 1958. The pair shown are soft fabric, sari-peach

colored, with formalized motifs embellished with bronze-colored beads. The colors, of course, may be altered to suit your own taste. Embroider your own gloves, and be clever as well as in fashion!

If you would like instructions for this easy embroidery, write to the Women's Editor, "Keeping Track", Room 355, CNR Station, Winnipeg 1, Man. Please be sure to enclose a stamped self-addressed envelope.

Party Planning

(*Continued from page 36*)

20-25 minutes. Ice with butter frosting and decorate with iced glace cherries. Yield: 20 cup cakes.

Apricot Pecan Bread

- 4 cups sifted flour
- 5 tsp. baking powder
- 1 tsp. salt
- ½ cup sugar
- 1 cup chopped dried apricots
- 1 cup chopped pecans
- 2 eggs, well beaten
- 1¼ cups milk
- ¾ cup real molasses
- 2 tbsp. salad oil

Preheat oven to 350°F. Sift together flour, baking powder, salt and sugar. Add apricots and nuts to dry ingredients and mix thoroughly so that each piece is separate and floured. (Note: If apricots are very dry, cover with water and bring to a boil. Drain immediately and dry before chopping).

Beat together eggs, milk, molasses and oil. Pour into flour mixture and stir briskly until smooth. Pour into two small greased pans (8½x4½x2½ inches); bake 45 minutes. Cool, wrap and store for one day before cutting.

This bread can be cut in thin slices, into hearts with a cookie cutter and spread with whipped cream cheese flavored with a little grated lemon rind.

Cherry Slice

- ½ cup butter or margarine
- 1 cup brown sugar
- 1 egg
- ¼ cup sour cream
- ½ tsp. baking soda
- 1½ cups sifted flour
- 1 tsp. baking powder
- ½ tsp. salt
- ½ tsp. cinnamon
- ¼ tsp. nutmeg
- ½ cup sliced candied cherries
- ½ cup bleached sultana raisins
- ½ cup slivered citron peel
- ½ cup chopped blanched almonds or walnuts
- 1 tsp. vanilla extract
- ½ tsp. lemon extract
- ¼ tsp. almond extract

Preheat oven to 350°F. Grease a 12x8x2 inch pan. Cover the raisins with boiling water and let stand for five minutes, then drain and dry. Prepare the cherries, citron peel and nuts, add dried raisins. Sift, then measure flour, add baking powder, salt and spices and sift three times. Add the prepared fruit to the sifted flour. Dissolve the baking soda in the sour cream. Cream the butter or margarine, add the sugar gradually, creaming well. Stir in the unbeaten egg, beat until the mixture is light and fluffy. Blend in the flour and fruit mixture alternately with the sour cream, beating until just mixed. Pour into prepared pan and bake 45 minutes. Cool and frost with your favorite butter cream frosting. Yield: 48 squares.

BIRTHDAY CONGRATULATIONS

TWO YEARS:	Patsy Terry, St. Vital, Winnipeg, Man.
FOUR YEARS:	Jean Pierre Perreault, Uxbridge, Ont.
FIVE YEARS:	John Pierre Baudin, Edson, Alta. Norma June Fawcett, Capreol, Ont. Hartley Wayne Gardner, D'Arcy, Sask. James Heethuis, Muskegon Heights, Mich. Charles Carman Johnson, Sackville, N.B. Susie Therriault, Cochrane, Ont. Marc Thiffault, Parent, Que.
SIX YEARS:	Elizabeth Carter, Westchester, N.S. Keith Lawrence, Corner Brook East, Nfld. Judy McLellan, Prince George, B.C.
SEVEN YEARS:	George Ayles, Port Rexton, Trinity Bay, Nfld. Dennis Dey, Edmonton, Alta. Robin Heethuis, Muskegon Heights, Mich. Bruce Stultz, Moncton, N.B.
EIGHT YEARS:	Janet Balfour, Winnipeg, Man. Henry B. J. McRandall, Giffard, Que. Ronnie Watkins, Peterborough, Ont.
NINE YEARS:	Nicole Hudon, Forget, Que. David Ronald Kobluk, Montreal, Que. Bonnie Rae Mabie, Campbellton, N.B. Donald Marcus Martin, New Perlican, Trinity Bay, Nfld. Linda Marie Morrissey, St. John's, Nfld.
TEN YEARS:	Wendy-Toye Armstrong, Prince Rupert, B.C. Lloyd Murray Sloan, Hanna, Alta.
ELEVEN YEARS:	Dennis Edward Giolet, Ferintosh, Alta. Cynthie Hay, Belleville, Ont. Kathryn MacDougall, Saskatoon, Sask. Todd Norman Snyder, Union Mills, Ind. Rina Tardif, St. Leonard, N.B. Cheryl Diane Williams, Moncton, N.B.
TWELVE YEARS:	Brian Thompson, Armdale, Halifax, N.S.

WE SHALL REMEMBER THEM

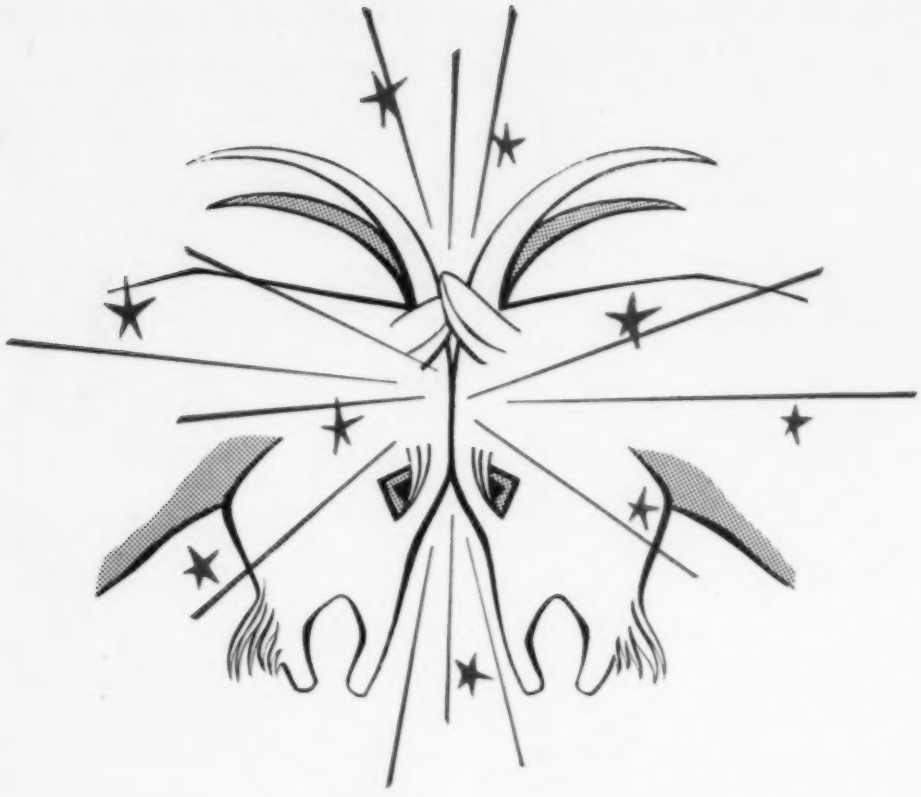
We regret to report the following deaths among members of the active railway personnel and pensioners

Pensioners

NAME	AGE	OCCUPATION	RESIDENCE
Abel, W.	88	Carpenter	Kirkfield Park
Affleck, F. C.	77	Conductor	Victoria
Ambrose, A. H.	83	Crossing Watchman	Smithville
Anderson, N.	77	Locomotive Engineer	Parry Sound
Augustine, S. J.			Durand
Banks, W.H.A.J.B.	85	Machinist	Moncton
Baranowsky, I. M.	81	Section Laborer	McBride
Barbrick, W.	70	Sectionman	Shubenacadie
Barclay, D. W.	74	Trainman	North Surrey
Barry, M.	74	Crossing Watchman	Hamilton
Bassi, J.	70	Hostler	Detroit
Bazinet, C.	76	Carman	Sudbury
Bechard, J. T.	74	Engineman	Mont Joli
Belyea, L. J.	64	General Clerk	Gallagher Ridge
Benn, ... M.	68	Laborer	Belleville
Bertrim, H. A.	64	Brakeman	Belleville
Blake, C. E.		Sectionman	Haskells
Boulay, J. N. F.	65	Conductor	Montreal
Bourgeois, J. A.	74	Section Foreman	Memramcook
Bourgeois, M.	84	Pipe Fitter	Moncton
Bowins, I. D.	78	Sectionman	Lindsay
Brady, A.	67	Baggage Porter	Ottawa
Brownell, G. C.	75	Despatcher	Rouyn
Burnham, R. J.	69	Telegrapher	Waterbury
Campbell, A. R.	74	Agent	Shubenacadie
Cameron, R.	67	Shipyard Supt.	Ganges
Cantin, J. T.	86	Trackman	St. Jean Chrysostome
Chambers, A. M.	74	Telephone Operator	Montreal
Childs, J. W.	67	Sr. Watchkeeping Officer	Halifax
Cloutier, R.	60	Yard Foreman	Montreal
Cogswell, J.	81	Section Foreman	New Glasgow
Collette, N. O.	70	Carman Helper	Ville Lemoyne
Cook, F. E.	69	Boilermaker	Belleville
Craig, D. H.	58	Locomotive Engineer	Transcona
Crawford, E.	73	Superintendent	Saskatoon
Cribb, E. E.	74	Track Clerk	Truro
Dell, C. A.			Battle Creek
Donlevy, J. M.	79	Pumpman	Sylvan Lake
Donnelly, C. D.	67	Yardman	Mimico
Dooley, J. P.	65	Storekeeper	Riviere du Loup
Dunn, V. A.	76	Painter	Elmwood
Durocher, J. M. M.	80	Pipefitter	St. Lambert
Embree, C. A.	78	Sectionman	Oxford
Finch, W. H.			East Leroy
Fordyce, G. W.	66	Locomotive Fireman	Sarnia
Francis, C. A.	76	Clerk	Toronto
Freeman, O. A.			Valparaiso
Gadziecki, L.	79	Section Laborer	Saskatoon
Germain, A.	85	Locomotive Engineer	Montreal
Gilmour, A. G.	61	Gen. Frt. Clms Agt.	Valois
Godin, J. P.	74	Locomotive Fireman	Riviere a Pierre
Graham, D.	80	Crossing Watchman	Brechin
Gribble, J.	81	Porter	Toronto
Grondin, J. N. A.	70	Locomotive Engineer	Riviere du Loup
Guay, J. G.	68	Sectionman	Quebec
Guyette, W. H.	88	Foreman—Car	St. Albans
Hansen, J. C.			Battle Creek
Hare, E. J.			Battle Creek
Harrison, S.	76	Section Foreman	Winnipeg
Hebert, J.		Section Foreman	Cornwall
Helm, J. E. H.	74	Brakeman	Winnipeg
Hodgson, W. S.	68	Conductor	Humboldt
Howard, H. P.	71	Clerk	Toronto
Huk, M.	70	Crossing Watchman	Mimico
Ingram, F. W.			Durand
Iseman, G. T.			Amherst
Janson, T.	76	Machinist	St. Justine De Newton
Jeffrey, F.	84	Sectionman	Goderich
Johnson, J.	80	Locomotive Engineer	Victoria
Jurek, A. A.			Los Angeles
Justice, T.	79	Carman	Winnipeg
Keefe, C. C.	63	Telegrapher	Richmond
Kennard, F. V.	63	Locomotive Engineer	Stratford
Kennedy, H. C.	66	Agent	Norwood
Kerse, J.			Cheen
Kline, J. E.		Operator	Vancouver
Koncohrada, P.	72	Section Laborer	Edson
Kyle, V. J.	75	Asst. Chief Timekeeper	Englehart
Lacombe, J. A. R.	65	Laborer	Quebec
Landry, J. V.	84	Co. Carpenter	Dieppe
Lane, G. O.	68	Trucker	Winnipeg
Latendresse, J.M.E.	79	Carman	Joliette
Leger, J. O. H.	65	General Clerk	Montreal
Lenon, A. F.	85	City Pagr. Agent	Vancouver
Little, A. W.	72	Switchman	Fort Frances
Luck, S. H.	71	Hostler	Barrie
Luta, F. C.	77	Storekeeper	Halifax
Mancini, C.			Portland
Marden, W. N.	66	Clerk	Westcliff on Sea, England
Marien, J. C. N. E.	77	Sr. Money Clerk	Outremont
Marshall, D. J.	66	Bldg. Receiving Clerk	Montreal
Marshall, J. T. F.	69	Record Clerk	London
Martino, A.	78	Sectionman	Brampton
McCormick, D.	98	Laborer	Trenton
McManaman, D.	76	Section Foreman	Amherst
McMillan, M.	76	Locomotive Engineer	Vancouver
McPherson, S. A.	74	Station Agent	Lunenburg
Melanson, J. A.	69	Pipefitter	Moncton
Melanson, P.	84	B.S. Helper	Moncton
Messier, J. A.	76	Sectionman	St. Hyacinthe
Michael, J. O. N.			Portland
Misner, O. N.	75	Laborer	Stevensville
Mitchell, G. C.	69	Moulder	Vancouver
Monson, S.	84	Car Inspector	Fort Assiniboine
Moorhead, S. C.	71	Conductor	Palmerston
Moulton, C. H.	83	Night Foreman	Montreal
Seroulis, F. A.		Foreman	Greece
Obranovich, G.			Battle Creek
O'Brien, H. H.	66	Brakeman	Moncton
Oldfield, W.	74	Carman's Helper	Brantford
Patton, H. R.	64	Assistant Agent	Burlington
Paddison, J. B.	68	Trainman	Winnipeg
Pedersen, J. A.	72	Sectionman	Ardrossan
Postrelony, J.	63	Carman	Transcona
Powell, L. E.	73	Station Cleaner	Windsor
Proctor, W. E.	79	Laborer	Westmorland
Rekuwyk, A.	70	Sectionman	Hodgson
Roberts, S. R.	70	Locomotive Engineer	Toronto
Robison, J.	71	Carman	Winnipeg
Scarabelli, A.	67	Chef	Vancouver
Sentner, B. F.	68	Sectionman	Charlottetown
Shaw, F.	85	General Agent	Westlake
Sherman, A. E.	86	Foreman	Beeton
Shields, J. H.	70	Locomotive Engineer	Dixie
Shirley, W. J.	65	Conductor	Hollywood
Sim, A.	79	Porter	Port Arthur
Simons, W. T.	81	Material Inspector	Montreal
Skartved, J.	68	Bridgeman	Edmonton
Slama, A. J.		Janitor	Durand
Smith, F. C.	75	Section Foreman	Weyburn
Smith, S. G.	69	Engineer of Surveys	Toronto
Snow, O. E.	57	Foreman-B&B	St. Albans
Stoski, M.	81	Section Laborer	Winnipeg
Stowe, G. A.	69	Switchman	Kildonan
Strange, A. R. B.	70	Hostler	Sussex, England
Sutton, T.	69	Carman	Sioux Lookout
Taylor, J. C.	82	Car Helper	Edinburgh, Scot.
Taylor, S.	84	Dist. Claims Agent	Vancouver
Terry, J. L.	64	Carman Helper	Greenfield Park
Thompson, G.	68	Painter	New Croydon
Thompson, H. W.	96	Clerk	Toronto
Thompson, W. H.	78	F.T.M. C.N.S.S.	Belfast, Ireland
Tracy, T. C.	73	Switchtender	London
Trudeau, P. H.	79	Upholsterer	Montreal
Vauthier, J.	69	Checker	Montreal
Venne, J. M.	71	Crossing Watchman	Montreal
Venton, W. H.	65	Agent	Toronto
Washburn, T. B.	71	Sectionman	Blackville
Webb, C. H.	89	Sectionman	Aurora
Wharin, Mabel G.	83	Stenographer	Toronto
Whitaker, S.	77	Locomotive Engineer	Stratford
Willerton, W.	64	Chief Steward	Halifax
Willett, R. G.	75	Machine Helper	Campbellton
Willey, G. M.			Battle Creek
Williams, R.	79	Machinist	Verdun
Wormington, E. J.	83	Agent	Toronto
Zukewich, O.	62	Section Foreman	Edmonton

Employees

NAME	AGE	OCCUPATION	RESIDENCE
Angus, W. J.		Chief Clerk	Edmonton
Applin, D. T.		Locomotive Engineer	Kamloops Jct.
Archambault, T. H.	61	Yardman	Toronto
Bailey, A. E.		Freight Clerk	Fort William
Bissonette, E. J.	54	Carman Welder	Flint
Black, W. T.	55	Stores Issuer	Moncton
Bradford, B. E.	58	Locomotive Fireman	Montreal District
Campbell, B. E.		Machinist Helper	Gillam
Campbell, J. N. Jr.	33	Bill & Train Clerk	Truro
Cantin, J. C.	64	Asst. Foreman	Charny
Champagne, H. A. L.		Checker	Winnipeg
Chaplinski, M.		Patrolman	McAbee
Companion, E. J.	55	R.R. Attendant	Brockville
Croucher, A. J.	61	Patrolman	Sarnia
Davison, L.		Freight Checker	Edmonton
Denis, G. E.	52	Yardmaster	Lairet
Foreman, H. A.		Carpenter	Dauphin
Godbout, J. C.	62	Locomotive Engineer	Montreal
Gurbisz, W.		Sectionman	Coronado
Hahn, M.	63	Clerk	Toronto
Hebert, J. L. G.	38	Gateman-Watchman	Montmorency
Henderson, J. A.	62	Conductor	Nor. Ont. District
Laborde, J. E.		Trainman	Saskatoon Div.
Lee, F. B.	58	Cashier	Foleyet
Martin, J. C. H.	41	Fuelman	Riviere du Loup
Maxinoski, S. R.	55	Carman	Detroit
Murphy, W. T.		Car Checker	Melfort
Myron, E. P.		Boilermaker	Transcona
Neil, H. W.		Clerk	Winnipeg
Nichols, D. R.	55	Baggagemaster	Essex Jct.
Perinchuk, D.		Bricklayer Helper	Winnipeg
Powell, R. C.		Yard Clerk	Calgary
Prouty, P. K.	62	Agent	Mansfield
St. Pierre, J. L. S.	22	Trucker	Montreal Wharf
Sherwood, E. C.	45	Sectionman	Imlay City
Smith, J. E.		Locomotive Engineer	Rainy River
Stacey, J. A.	61	Train Messenger	E. & N.O. Div.
Stilson, C. J.	63	General Clerk	London
Tipping, T. E.		Locomotive Engineer	Kamloops Jct.
Welsh, R. J.	55	Brakeman	Palmerston
Zabiuk, F.	53	Section Foreman	Tarsdale
Zoltani, J.		Section Foreman	Legrand



GOATS HAVE HARD HEADS

When goats butt head on, nobody gets hurt but the goats. But it's different with freight cars; the only goat of this butt is the Railway.

COUPLE CARS AT LESS THAN FOUR MPH.

CANADIAN NATIONAL RAILWAYS

FREIGHT LOSS AND DAMAGE PREVENTION